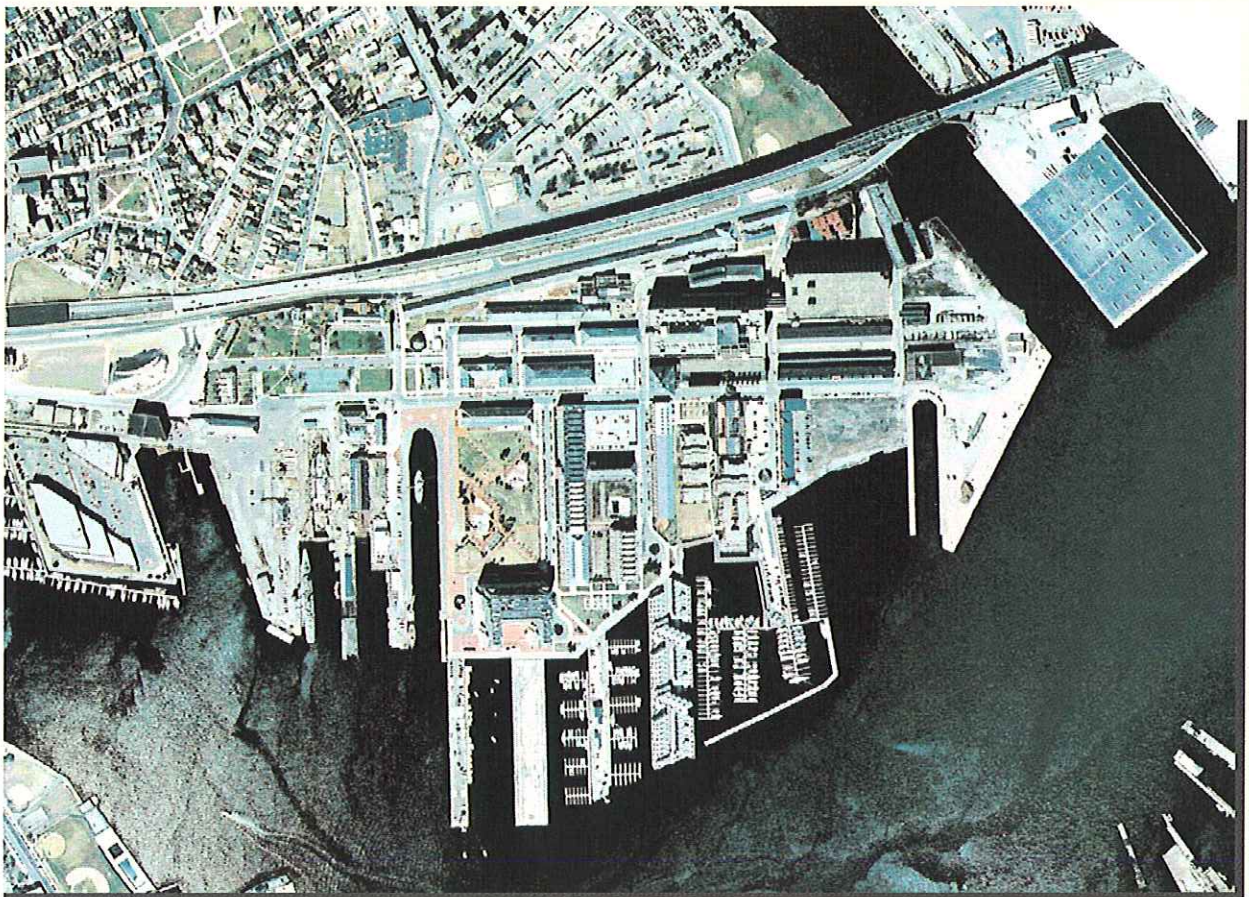


# WATER-DEPENDENT USE MANAGEMENT PLAN

Charlestown Navy Yard

June 2006

**DRAFT**



**DRAFT**  
**For BRA**  
**DISCUSSION PURPOSES ONLY**

*submitted to:*

**Executive Office of  
Environmental Affairs  
MEPA Office**

*submitted by:*

**Boston Redevelopment  
Authority**

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# INTRODUCTION

# ***1.0 INTRODUCTION***

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## **1.1 PLANNING AREA**

The Planning Area for the Charlestown Navy Yard Water-Dependent Use Management Plan (hereinafter the "Plan") incorporates the waterfront of the Charlestown Navy Yard and the Charlestown Gateway district. The Planning Area is depicted on **Figure 1, Locus Plan**, and encompasses an area starting at Tudor Wharf near the Washington Street Bridge northward to the U.S.S. Constitution National Park, and then along the waterfront of the Charlestown Navy Yard, ending at Building 114 along the Little Mystic Channel. The landward extent of the Planning Area is defined by Water Street within the Charlestown Gateway District, First Avenue within the majority of the Navy Yard, and Sixteenth Street within the Yard's End portion of the Navy Yard.

The Charlestown Navy Yard is a 135-acre waterfront area, which extends from the U.S.S. Constitution National Historic Park to the South, Boston Harbor to the East, the Little Mystic Channel to the North and Chelsea Street to the West. The land area is host to a mix of uses including residential, commercial, institutional, and a sizeable volume of vacant property and structures many of which are owned by the Boston Redevelopment Authority (BRA).

The Navy Yard was one of the oldest active naval facilities, commencing operations in 1800. It was a center of Navy shipbuilding during World War II, employing as many as 50,000 people, and performed extensive maintenance and rehabilitation of naval vessels until it's decommissioning by the federal government in 1974. In 1978, the BRA acquired the property and a comprehensive redevelopment program was begun involving the adaptive reuse of existing historic structures in one of the largest historic preservation efforts ever undertaken in the country. In recent years, there has been a great deal of historic preservation and reuse for recreation, commercial, research and residential uses. Along the waterfront and within the adjacent watershed, the area is also host to a naval facility, provides extensive recreational marina use, public water transportation and public open space.

## **1.2 PURPOSE**

This Plan has been prepared by the BRA in response to Requirement 7(d) of the Approval on the 1991 Municipal Harbor Plan for Boston Inner Harbor (hereinafter the "MHP").

In 1991 the Secretary of Environmental Affairs approved the City of Boston's MHP. The approved MHP included modifications to the Chapter 91 regulatory standards, which allowed facilities of private of tenancy over flowed tidelands, a reduction in ground floor

public uses, and reconfiguration of waterfront setbacks on Pier 5 in the Charlestown Navy Yard. Pier 5 was one of three locations within the Harborpark Plan where the MHP allowed Facilities of Private Tenancy over flowed tidelands, subject to certain conditions to preserve and promote public use of the project site.

The MHP approval required the City of Boston to pursue two amendments to the MHP. The amendments included a Network Plan for Special Public Destination Facilities (SPDF) and a Pier Management Guidelines for Pier 5. Concurrent with the development of this Plan, the BRA is currently preparing a separate plan and corresponding MHP amendment for the Network of Special Public Destination Facilities.

As for the Pier Management Plan, or Water-Dependent Use Management Plan, the MHP required that any use of flowed tidelands for residential purposes be subject to “specific guidelines to avoid conflict and minimize incompatibility with the operation of nearby water-dependent and/or public activities...”. The required guidelines were required to, at a minimum, address factors outlined in 310 CMR 9.51(1) of the Waterways Regulations, which include:

- Presence of noise and odors;
- Type of equipment and accessory services;
- Hours of operation and spatial patterns of activity;
- Traffic flows and parking needs;
- Size and composition of user groups;
- Privacy and security requirements; and
- Requirements for public infrastructure.

Furthermore, the Plan was subject to the review and approval of the Secretary of the Executive Office of Environmental Affairs.

## 1.3 CONTENTS

This Plan includes five sections. The first section provides an overview of the purpose of the Amendment, summarizes some of the prior planning that has formed the basis for development in the Charlestown Navy Yard over the last 30 years, and outlines the content for the remainder of the Plan.

The second section presents the current ownership interest of each waterfront parcel within the Planning Area, describes the existing conditions along the shoreline of the Planning Area, and current in-water facilities that make-up the water-dependent uses in the Planning Area.



The third section identifies the location, size, and amenities associated with various existing and planned water-dependent uses throughout the Planning Area including marinas, water transportation terminals, and water taxi docking facilities.

The fourth section summarizes the specific guidelines for the development and management of private uses over the water, in order to address potential conflicts with nearby existing and proposed water-dependent uses.

The fifth section outlines the Plan's conformance with the State's tidelands policy objectives and regulatory principles.

## 1.4 INFORMATION SOURCES

In preparing this Plan, the BRA utilized a variety of sources including applicable DEP regulatory information, site visits, previous studies and planning products, and discussions with various agency and property.

Meetings were held with each of the major property owners within the Planning Area including the National Park Service, the Massachusetts Port Authority, New England Development, as well as owners of the Constitution and Shipyard Quarters marinas. The BRA also met with the Executive Director of the Courageous Sailing Center, which is located adjacent to the Pier 5 project site, to review draft versions of the Plan.

Planning documents such as past Environmental Impact Reports for the Navy Yard and individual development projects, Municipal Harbor Plans and Amendments, the Charlestown and Yard's End Master Plans, Navy Yard Pier Management Plan and prior Chapter 91 Licenses were utilized as additional reference sources.

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## EXISTING CONDITIONS

## ***2.0 EXISTING CONDITIONS***

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### **2.1 INTRODUCTION**

As outlined in the BRA's Scope of Work for the Plan, which was issued on October 5, 2005, one of the primary task elements of the Water Dependent Use Management Plan is to inventory existing marine and shoreline features within the Planning Area. These conditions, features, programs and facilities are described in the following text.

The Charlestown portion of the Boston Inner Harbor offers numerous cultural and recreational opportunities for the public and public access to one of the most attractive waterfront viewing opportunities in America. Presently the Navy Yard National Park operated by the National Park Service attracts 2 million visitors a year from all over the world.

An existing waterfront Harborwalk allows the public to stroll the vast majority of the Charlestown waterfront. This linear corridor links existing and planned public parks, programs, water transportation facilities, three full service marinas, commercial uses, and extensive residential development. Additional portions of the Harborwalk, which have yet to be built, are planned at Pier 5, Pier 11, and Parcels 4, 5, 6, and 7.

For context and reference purposes, **Figure 2-1, Property Ownership Plan**, notes the owners of land within the Planning Area, as obtained from the Boston Assessing Department, Fiscal Year, 2003.

**Figure 2-1, Property Ownership Plan**, also delineates the four sub-areas within the Planning Area. Sub-area A encompasses the Charlestown Gateway portion of the Planning Area from the Washington Street Bridge to the Hoosac Stores Warehouse. Sub-area B extends from the USS Constitution and includes Piers 1 through 3. Sub-area C starts at Pier 4 and extends to Pier 10. Sub-area D includes Parcels 4, 5, 6 and 7, and Building 114 in the Yard's End portion of the Charlestown Navy Yard. The existing conditions within each Sub-area is discussed in the text below.

### **2.2 EXISTING CONDITIONS**

#### **2.2.1 SUB-AREA 'A'**

As mentioned earlier, Sub-area A encompasses the Charlestown Gateway portion of the Planning Area from the Washington Street Bridge to the National Park and the USS Constitution. **See Figure 2-2, Planning Subarea 'A'.**



### **TUDOR WHARF**

This property is located at the beginning of the Planning Area and abuts the North Washington Street Bridge. The property is owned by Tudor Wharf LLC/National Development and is directly east of Water Street in the Charlestown Gateway Subdistrict.

The landside portion of the site consists of a 7-story building, and vehicular and pedestrian circulation areas. See **Figure 2-3, Existing Conditions Photos – Tudor Wharf**. The building is used as an extended stay inn/hotel and is operated as a Marriott Residence Inn. The ground floor uses include retail space, a small café, and meeting, conference and function space.

The shoreline features consist of a steel sheet-pile bulkhead. Along seaward portion the site, public open space is provided upon a pile-supported deck. The onsite open space offers pedestrian access, seating, lighting and historic exhibits. The pedestrian access network will connect to a future walkway under the North Washington Street Bridge and Paul Revere Park to the southwest, and to an existing public sidewalk along Water Street to the northeast. See **Figure 2-3, Existing Conditions Photos – Tudor Wharf**.

The site also includes in-water facilities consisting of marina slips and a water-taxi landing along the northeastern perimeter, which are managed as part of Constitution Marina. The landing is accessed via a ramp/gangway extending from the public open space, and leads to a 10' by 260' pile-held dock. The water taxi service is supported by a landside shelter, seating area, and call box located within the pile-supported open space and adjacent to the ramp system. See **Figure 2-3, Existing Conditions Photos – Tudor Wharf**.

### **CONSTITUTION MARINA**

Constitution Marina is owned and operated by Bosport Docking, with portions of the facility leased from the Massachusetts Port Authority. Constitution Marina is one of the largest public recreational marinas in Boston Harbor. The details of the marina facility and amenities are described in Section 3, Water-dependent Uses, of this Plan. In general, the upland portions of the site are used for commercial and marina-related parking, with no formal public access available along the waterfront.

The shoreline of the Marina consists primarily of stone riprap and a pile-supported marina clubhouse/restaurant is located along the southern perimeter. As described in Section 3, the marina consists of approximately 300 slips of various sizes. See **Figure 2-4, Existing Conditions Photos – Constitution Marina**.

### **CONSTITUTION CENTER**

Constitution Center, located on Hoosac Pier is owned by Massport and leased to National Development, consists entirely of historically filled tidelands. The site includes a 3-story and a 2-story office building totaling approximately 160,000 square feet, and an at-grade parking facility.

The shoreline is supported by a steel sheet-pile bulkhead with wooden fender piles. Along the water's edge, a walkway, approximately ten feet in width, including wooden benches, trash receptacle, and lighting is available to the public. See **Figure 2-5, Existing Conditions Photos – Constitution Center**.

#### **HOOSAC STORES WAREHOUSE**

This site is owned by the National Park Service (NPS) and includes an existing 6-story building occupying half of an approximately 0.7 acre parcel. The remainder of the site is open and unused. The building is currently vacant and the NPS recently released a Request For Proposal to redevelop the site.

The shoreline consists of a steel sheet-pile bulkhead. The water's edge is currently inaccessible. See **Figure 2-6, Existing Conditions Photos – Hoosac Stores Warehouse**.

### **2.2.2 SUB-AREA 'B'**

As noted above, Sub-area B extends from the USS Constitution and includes Piers 1 through 6. See **Figure 2-7, Planning Sub-area 'B'**.

#### **BOSTON NATIONAL HISTORIC PARK – USS CONSTITUTION, PIER 1, 2 AND 3, AND DRYDOCK 2**

This site, owned by the National Park Service (NPS), includes the USS Constitution naval ship, the USS Constitution Museum, three piers and a drydock.

When the Charlestown Navy Yard closed in 1974 after nearly 175 years of serving the U.S. Navy fleet, 30 acres became part of Boston National Historical Park. The National Park Service now maintains an important part of the shipyard, and as part of the Park Service's interpretive program, USS Constitution, in connection with the United States Navy, and USS Cassin Young are preserved as representatives of the kinds of vessels built in this yard.

The National Park Service offers a variety of programs and activities in the Navy Yard. Visitors are invited to begin at the Navy Yard Visitor Information Center located on the Freedom Trail near Gate 1 of the Navy Yard. The Information Center is open daily and provides daily program schedules. Visitors may take self-guided or ranger-guided walking tours of the Navy Yard. The ranger-guided walking tour explores the yard's 174 years of history by taking visitors past such sites as the Chain Forge, where die-lock anchor chain was first manufactured; the Ropewalk, a quarter-mile long building designed by famed architect Alexander Parris; and Dry Dock 1, one of the first two dry docks constructed in the nation. This one-mile walking tour lasts 90 minutes.

The United States Navy docks the historic 207-year-old USS Constitution, a 204-foot vessel, along the southwestern side of Pier 1. The vessel is the focal point of visitor travel to the



Charlestown Navy Yard. Although the vessel receives on going maintenance, a formal maintenance cycle of every five years places the vessel in drydock for more involved repairs and maintenance. Currently a 300-foot security zone upon the watersheet surrounds the Constitution as part of the Homeland Security initiative. This zone is delineated by a large floating boom stretching between Pier 1 and the MassPort property where the Constitution Center office complex is located. See **Figure 2-8, Existing Conditions Photos – USS Constitution.**

Pier 1 includes a 2-story building used by the National Park Service, as well as a small temporary building located at the end of the pier. The shoreline along Pier 1 consists of steel sheet piling with a concrete edge and wooden bumpers. The USS Constitution is docked along the southwestern side of Pier 1. See **Figure 2-9, Existing Conditions Photos – National Park (Piers 1 & 2).**

Pier 2 includes the USS Constitution Museum as well one large maintenance and repair building and several smaller buildings used to conduct repair work on the USS Constitution. The shoreline along Pier 2 consists of steel sheet piling with a concrete edge and wooden bumpers. See **Figure 2-9, Existing Conditions Photos – National Park (Piers 1 & 2).**

Pier 3 is comprised of filled tidelands secured by a granite and concrete bulkhead. A pedestrian path runs along a portion of the pier along the edge of the Drydock. The end of the pier is deteriorated and closed off to the public. See **Figure 2-10, Existing Conditions Photos – National Park (Pier 3 & Drydock).**

### **2.2.3 SUB-AREA ‘C’**

As noted above, Sub-area C starts at Pier 4 and extends to Pier 10. See **Figure 2-11, Planning Sub-area ‘C’.**

#### **PIER 4 WATER TRANSPORTATION TERMINAL**

Pier 4 is owned by the Boston Redevelopment Authority, and is located entirely over the flowed tidelands of Boston Harbor. The site consists of a bituminous pier deck, which is supported by concrete and steel piles. The Pier presently supports an MBTA water transportation terminal consisting of a handicap accessible ramp system and a pile-held 60’ x 120’ concrete float. See **Figure 2-12, Existing Conditions Photos – Pier 4 Water Transportation Terminal.**

The majority of the Pier is used to support the Courageous Sailing Program. The Program utilizes a small two-story building, parking and open space on the Pier, as well as a series of floats and moorings within the adjacent watersheet. See **Figure 2-13, Existing Condition Photos – Pier 4 Courageous Sailing Center.**



**PIER 5**

Pier 5 is owned by the Boston Redevelopment Authority, and is located entirely over the flowed tidelands of Boston Harbor. The site consists of two parcels, totaling approximately 3.8 acres. Pier 5 is part of Parcel 1B and is approximately 1.9 acres in size. Parcel 1B also includes approximately 1.7 acres of watersheet to the north and south of Pier 5. Immediately landward of Pier 5 is Parcel 1C, which is approximately 0.187 acres in size.

The existing concrete pier deck is supported by approximately 1,500 steel H-piles. The Pier presently consists of a vacant, underutilized, and inaccessible pier structure. The landside portion of the Pier is currently used as open space and for public access purposes. See **Figure 2-14, Existing Conditions Photos – Pier 5.**

**PIER 6**

Pier 6 is owned by the Trustees of Shipyard Marina Trust and is located entirely over the flowed waters of Boston Harbor. The site consists of approximately 1.0 acre of pier structure tidelands and 4.0 acres of watersheet. The pier includes a 2-3 story building that currently houses a restaurant/bar (Tavern on the Water). The remainder of the pier is dedicated to parking for the restaurant and marina.

The pier is constructed of wooden piles and is in good condition. The marina at Pier 6 is a public recreational facility that contains approximately 190 pile-held slips. The marina is unique in its availability of single-loaded slips. A stationary pump-out facility is located at Pier 6. The entire perimeter of the site is open to the public. A wide Harborwalk runs along the entire west side of the pier and includes picnic tables and trash receptacles. The end of the pier has an expansive area of wooden decking with three covered benches for public seating. See **Figure 2-15, Existing Condition Photos – Pier 6 (Shipyard Quarters Marina).**

**PIER 7/CONSTELLATION WHARF**

Pier 7 is owned by Constellation Wharf Condominium Association and is located entirely over the flowed waters of Boston Harbor. The site includes six multi-unit 3-story buildings, housing approximately 64 condominiums. The site also includes at-grade parking for the residences.

The buildings are supported by concrete piles and a concrete deck. A public access walkway and viewing areas are provided along the northeastern perimeter of the pier. See **Figure 2-17, Existing Conditions Photos – Pier 7/Constellation Wharf.**

**PIER 8/SHIPYARD QUARTERS MARINA**

Pier 8 is owned by the Trustees of Navy Yard Realty Trust, and is located entirely over the flowed waters of Boston Harbor. The pier includes a small marina office building near the end of the pier as well as a small marina building at the base of the pier, which includes laundry facilities, bathrooms and other amenities for marina patrons.

The marina at Pier 8 is a public recreational facility that contains approximately 187 pile-held slips and a floating wave attenuator and associated docks and ramps. The marina is unique in its availability of single-loaded slips. A fifty-slip expansion is planned for the north side of the marina. Transient dockage is also available at the marina. The entire pier is open to public access without restriction. In addition, a demarcated Harborwalk of timber construction extends along the entire west side of the pier, around the end of the pier and along the landside half of the east side of the pier. A gazebo is located on the west side of the pier and the end of the pier offers public amenities including benches and picnic tables. See **Figure 2-18, Existing Conditions Photos – Pier 8 (Shipyard Quarters Marina)**.

#### **2.2.4 SUB-AREA ‘D’**

Sub-Area ‘D’ includes Parcels 4, 5, 6 and 7, and the Building 114 site in the Yard’s End portion of the Charlestown Navy Yard. See **Figure 2-19, Planning Sub-area ‘D’**.

##### **PARCEL 4**

Parcel 4 is owned by the Boston Redevelopment Authority, and proposed for redevelopment by Navy Yard Four Associates, Limited Partnership.

The Project site is an approximately 114,656 square foot site. The site presently consists of a vacant and underutilized piece of land. A portion of the site is occupied by stockpiled soils. Temporary parking is provided for the adjacent Row Houses along the southern property line. The shoreline consists of a historic stone seawall. See **Figure 2-20, Existing Conditions Photos – Parcel 4**.

##### **PARCEL 5**

Parcel 5 is owned by the Boston Redevelopment Authority, and consists of both filled and flowed tidelands. The site totals approximately 195,040 square feet. The site presently consists of a vacant and underutilized piece of land. A portion of the site is used for construction staging and support purposes to support various public and private construction projects in the vicinity. The site includes an abandoned drydock that is currently inundated by the tide. There is a 70’ wide by 700’ long concrete pier along the eastern seaward edge of Parcel 5, which is used for docking large deep-draft vessels. See **Figure 2-21, Existing Conditions Photos – Drydock 5/Parcel 5**.

##### **PARCEL 6/7**

Parcels 6 and 7 are owned by Partners Healthcare, and together total approximately 5.6 acres. The site presently consists of a vacant and underutilized piece of land. See **Figure 2-22, Existing Conditions Photos – Parcel 6 & 7**.

**BUILDING 114**

Building 114 is owned by Joinery Shop Associates, L.P., and is located on the filled tidelands of the Little Mystic Channel. The site totals approximately 2.3 acres. The majority of the existing building is located at the water's edge and rests atop a historic granite seawall. Along the northeastern shoreline, a sheet pile bulkhead is capped with a concrete seating wall. Public open space, including a Harborwalk and seating area are located along the landward edge of the bulkhead, as well as parking and circulation in the remaining portion. See **Figure 2-23, Existing Conditions Photos – Building 114**.



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## WATER-DEPENDENT USES

## ***3.0 WATER-DEPENDENT USES***

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### **3.1 MARINAS**

Active marina use within the Planning Area enlivens this historic body of water and continues a maritime heritage of water dependent activity. As more and more of the public enjoy this significant quality of life amenity, demand for marina facilities, slip space and transient boat dockage will continue to increase. Private marinas currently operate within the Planning Area and have strong demand from boaters through out the region.

Presently two marinas operate within the Planning Area including the Constitution Marina from the watersheet area west of the Constitution Center office complex (Hoosac Pier) and the Shipyard Quarters Marina, which surrounds Pier 6 and Pier 8.

Informational details describing the private marinas have been obtained directly from marina operators and are shown below.

#### **3.1.1 CONSTITUTION MARINA**

The Constitution Marina is a full service, year round marina located between Tudor Wharf and Massport's Hoosac Pier. The marina generally consists of approximately 300 slips accommodating a vessel size ranging from dinghies to 200-foot craft. See **Figure 3-1, Aerial View – Constitution Marina**.

The marina is managed by Bosport Docking and owned by Peter Davidoff and Tom Cox. The dockmaster for the marina is Keith McCleran. Portions of the marina facility are leased from the Massachusetts Port Authority.

The marina facility includes the following characteristics:

- Linear Footage of Main Docking Floats – Approximately 3,500 linear feet
- Number of Slips – Approximately 300
- Type of Vessels – Ranges from Dinghies to 200-foot vessels. Primarily – foot boats.
- Ramps – Three gated pedestrian ramps from Harborwalk to dock level.
- Transient Docking Facilities – All vacant/unoccupied slips are used for transient docking when available and unoccupied by lessee for more than 24-hours. Arrangements are to be made with the Dockmaster in advance.
- Boating Support Facilities – Clubhouse with pool, laundry, restrooms, shower, lounging deck, inside storage, and overnight lodging. Marina-related surface

parking. Water and electric hook-ups, pump-out facilities (mobile and fixed), and a haul-out facility.

- Vessel Repair – Minor repair and maintenance services available.

The marina owners do not have plans to expand the facility in the immediate future.

### 3.1.2 SHIPYARD QUARTERS MARINA (PIER 6 AND PIER 8)

The Shipyard Quarters Marina is also a year-round marina with extensive services and facilities at Piers 6 and 8. The Shipyard Quarters Marina offers 400 slips for lease. See **Figure 3-2, Aerial View – Shipyard Quarters Marina**. The Marina is owned and managed by Shipyard Quarters Marina Trust and Navy Yard Realty Trust.

The marina facility includes the following characteristics:

- Linear Footage of Docks – Approximately 2,300 linear feet at Pier 6 and 2,900 linear feet at Pier 8
- Slips – 400 (25-50 foot length)
- Ramps – Gated pedestrian ramps from Harborwalk to docks
- Transient Docking Facilities – 300-400 feet of transient docking capacity. Additional dockage available when unoccupied by lessee and arrangements are made with Marina Manager in advance.
- Boating Support Facilities – Restrooms, restaurant, laundry, parking at both Piers, pump-out boat, grills, cable TV, showers, telephone hookups, electrical hookups.

An expansion to the Pier 8 section of Shipyard Quarters Marina is currently under review by the Department of Environmental Protection's Waterways Regulation Program. The expansion includes the addition of 47 slips and berthing for large vessels. The new slips are intended to accommodate vessels between 50 and 60 feet in length. The expansion also includes construction of a breakwater along the outer perimeter of the marina. The expansion will be supported by existing facilities present at Pier 8 and 6 as part of the Shipyard Quarters Marina complex.

## 3.2 PUBLIC BOATING PROGRAMS

Courageous Sailing Center was established in 1987 in a joint effort between the City of Boston Parks and Recreation Department and the late South Boston sailing enthusiast Harry McDonough. The Courageous Sailing Center (CSC) is headquartered on Pier 4 and provides a public sailing program for children and adults. The mission of CSC is to create a sailing center that would teach children from all economic and ethnic backgrounds lessons in partnership and trust while delivering "the ultimate sailing experience." Through



Courageous' Five-Step Program, young sailors develop essential life skills including leadership, communication, decision-making, and teamwork.

The Pier 4 facility includes approximately 50 sailboats, which are docked along a float system located along the northern side of the Pier. The float system consists of a series of eight foot wide by ten feet long concrete floats that are held by piles and extend from the base of the Pier, approximately five hundred feet to the end of the Pier. Additional floats are stored at a series of mooring located between Pier 4 and Pier 5.

On the landside, the facility includes a small two-story building which accommodates boat repair and classroom space at the ground level and administrative offices on the second level.

### 3.3 EXISTING WATER TRANSPORTATION FACILITIES

Public water transportation is provided to and from the Charlestown Navy Yard by the Massachusetts Bay Transportation Authority, which as of January 2005 operates one ferry route to and from the Navy Yard. The water shuttle route (F4), travels between Long Wharf, in downtown Boston, and Pier 4 in the Charlestown Navy Yard. The water shuttle route is illustrated on **Figure 3-3, Water Transportation Routes**.

Water shuttle patrons can access the MBTA ferry service via a water transportation terminal located at the base of Pier 4, and on its south side. The terminal consists of a handicap accessible ramp system and one sixty foot by one hundred and twenty foot concrete float.

An interior water transportation waiting area of approximately 3,000 square feet was required on the ground floor of the Flagship Wharf building in accordance with their Chapter 91 license conditions. At present, approximately 500 square feet is provided on the southeast portion of the ground floor for such a waiting area, and the remainder of the space is currently leased to the New England Historic Seaport.

The Long Wharf to Navy Yard water shuttle departs from both docks every 15 minutes during the a.m. and p.m. peak hours. During the off-peak hours, shuttles run every 30 minutes, and on weekends, shuttles operate every 30 minutes. See **Figure 3-4, Water Transportation Schedule** for the complete operating schedule for the Long Wharf to Charlestown Navy Yard shuttle.

### 3.4 EXISTING WATER TAXI SERVICE

A privately operated water shuttle service is available in the Charlestown Navy Yard, offered by City Water Taxi. City Water Taxi operates a fleet of vessels that provide seasonal water transportation on an on-call basis. The water taxi service has docking access at three

locations in the Navy Yard, including Tudor Wharf at the Marriott Residence Inn; the Pier 4 water transportation terminal, and the Shipyard Quarters Marina at Pier 8.

### 3.5 FUTURE WATER TRANSPORTATION AND TAXI SERVICE

In the short term, there are no additional water transportation routes or terminals planned for the Charlestown Navy Yard. In the future, however, expanded water transportation terminals and service is envisioned as outlined in the Boston Inner Harbor Water Transportation Study, which was prepared by TAMS in 2000. See **Figure 3-5, Existing/Future Water Transportation Terminals.**

The Study recommends expansion of the Pier 4 water transportation terminal to include a second sixty foot by one hundred and twenty foot float to accommodate low freeboard water-taxi and public touch and go drop off. The expanded facility is shown in **Figure 3-6, Pier 4 Water Transportation Terminal.** The Study recommends expansion of said facility in the year 2005.

The Study also recommends construction of a secondary water transportation terminal at Pier 10 in the Yard's End portion of the Navy Yard. This facility is recommended to consist of a single sixty by one hundred twenty foot float system, with a low freeboard at the seaward end to accommodate both public water transportation and water-taxi and public touch and go use. The future water transportation facility is shown on **Figure 3-7, Pier 10 Water Transportation Terminal.**

It should be noted that as part of the Chapter 91 license for the development of Parcel 4 (Harborview Point) DEP required the proponent to construct an interim docking facility to accommodate water-taxi and drop-off uses.

Lastly, a docking facility to accommodate water-taxi and public touch and go service is also recommended at Pier 1 in the National Historic Park area. The recommended facility is shown in **Figure 8, Pier 1 Water Transportation Terminal.**

### 3.6 DRAFT WATER TRANSPORTATION POLICY

In order to support existing and future water transportation within Boston Inner Harbor, the Department of Environmental Protection (DEP) has developed a draft Policy on Water Transportation in Boston Harbor, which includes the Charlestown Navy Yard.

The draft Policy requires nonwater-dependent projects requiring a license under M.G.L. c.91 to make contributions toward water transportation facilities or services. These contributions may include either capital expenditures to support construction and maintenance of water transportation terminal and related facilities, or financial subsidy of



water transportation services, or potentially both depending on the magnitude and location of the development.

The draft Policy states that “water transportation services provided by a project in accordance with this Policy shall be deemed by the Department to fully meet the project’s watersheet activation requirements pursuant to 310 CMR 9.52(1)(a) and 9.5392(a).”

### 3.7 NAVIGABLE CHANNELS AND FAIRWAYS

The watersheet adjacent to the Planning Area includes federal navigation channels, which lead to the Charles River Lock and Dam system, the Mystic River Basin, which serves numerous maritime industrial uses and the Chelsea Creek industrial port area. See **Figure 3-9, Water Depths/Navigable Channels**.

The main shipping channel immediately seaward of the Charlestown Navy Yard is approximately 700 feet in width, with water depths of 40 feet at mean low water. The main shipping channel is used by a variety of vessels, including large oceangoing tankers, work vessels, and recreational motorized and sailboats.

A secondary channel, southeast of Sub-Areas A and B, ranges between 450 to 600 feet in width and includes average water depths of 30 feet at mean low water. This channel is primarily used by recreational boats, and occasional work barges.



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## PIER 5 WATER-DEPENDENT USE MANAGEMENT PLAN

## ***4.0 PIER 5 WATER-DEPENDENT USE MANAGEMENT PLAN***

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### **4.1 INTRODUCTION**

As noted in Section One of this document, the Secretary's decision on the City of Boston's Municipal Harbor Plan required the development of guidelines to protect against any potential conflicts between the proposed private uses over flowed tidelands and any water-dependent and public uses on and near the Project site.

Adjacent use compatibility issues can arise when differing land uses are located near each other. Mixed-use development areas, such as waterfront areas are prime areas where such conflicts can be apparent and create conflicts between the various uses and user groups.

This Chapter outlines a series of dimensional, operational, programmatic and construction related guidelines for the development and management of Pier 5, and is intended to mitigate any potential conflicts between the proposed private uses on Pier 5 and the existing and any planned water-dependent uses at and adjacent to the Project site.

### **4.2 DIMENSIONAL GUIDELINES**

In this section, the Plan details applicable dimensional guidelines, which are imposed by various federal, state and local regulatory agencies, and intended to protect and promote water-dependent uses on and adjacent to the Project site. The Plan outlines dimensional requirements for both the Pier and its adjacent watershed.

#### **4.2.1 LANDSIDE DIMENSIONAL/USE LIMITATIONS**

In accordance with the Waterways Regulations at 310 CMR 9.51, any Project must preserve the site's capacity to serve water-dependent use. This standard is met by ensuring that any nonwater-dependent building is setback from the waterfront, a sufficient amount of open space is provided onsite, and buildings are relatively modest in size along the immediate waterfront.

**Water-Dependent Use Zone:** As stipulated in 310 CMR 9.51(3)(c), new nonwater-dependent buildings, or parking for any use cannot be located within a water-dependent use zone (WDUZ). The WDUZ at the end of a pier is equal to 25% of the distance from the end of the pier to its base, and can be no less than 25 feet, and no more than 100 feet. Along the sides of piers the WDUZ is equal to 15% of the width of the Pier, and no less than 10 feet.

The distance from the end of Pier 5 to its base is approximately 650 feet. As a result, the WDUZ for Pier 5 requires the maximum setback of 100 feet from the end of the pier. Pier 5 is approximately 125 feet wide, which requires a WDUZ setback of approximately 19 feet along each side of the Pier.

**Open Space:** In accordance with 310 CMR 9.51(3)(d), no more than 50% of a Project site may be occupied by nonwater-dependent buildings. The regulations require that, at a minimum, one square foot of open space be provided on the project site, for each square foot of tidelands occupied by the footprint of buildings containing nonwater-dependent uses. The decision on the City of Boston's Municipal Harbor Plan (MHP) reaffirmed this requirement by requiring that any Project, which proposes to construct Facilities of Private Tenancy (i.e. residences) over flowed tidelands, 50% of any pile-supported structures supporting FPTs must be reserved as open space.

**Water-Dependent Use and Public Access:** In addition to reserving 50% of the site as open space, the regulations require that all exterior open space must be available to the public for passive and active recreational use and include pedestrian amenities such as seating, lighting, trash receptacles and landscaping. Onsite exterior open space must also be available to the public twenty-four hours a day.

310 CMR 9.53(2)(a) and 9.52(2)(a) further requires that a Project provide one or more facilities that promote public water-based activity on the Project site. As noted in Section 3 of this document, DEP has further refined this requirement to focus specifically on capital and operational support for public water transportation for Project's located in Boston's Inner Harbor, through their draft Policy on Water Transportation.

**Height:** Lastly, pursuant to 310 CMR 9.51(3)(e), new or expanded buildings for nonwater-dependent use cannot exceed 55 feet in height within 100 feet of the high water mark. Since the entirety of Pier 5 is located over flowed tidelands, the maximum allowable building height on the Pier is 55 feet.

The above referenced upland dimensional and use limitations provide the physical framework to ensure that there are no conflicts between nonwater-dependent and water-dependent uses at the Pier 5 site. The building setback requirements and height limitations ensure that the water's edge is set aside to support water-dependent use, and the lot coverage requirements reserve a substantial portion of the site for water-dependent use, such as public open space and public access.

#### **4.2.2 WATERSIDE DIMENSIONAL REQUIREMENTS**

The Army Corps of Engineers and the Waterways Regulation Program impose certain dimensional criteria for any proposed activities with navigable waterways in order to



preserve and protect the public's rights of navigation within waters of Nations and State's coastal waters.

In accordance with the Waterways Regulations at 310 CMR 9.35, a Project shall not significantly interfere with public rights of navigation, which include the right to conduct any activity which involves the movement of a vessel or other watercraft, the transport or the loading/unloading of persons from a watercraft, and the natural derivative thereof.

This standard is met by adhering to the following dimensional requirements of both the Waterways Program and Army Corps of Engineers.

**Harbor Lines:** No structures or floats shall extend seaward of any state harbor line, unless the structure or float is specifically authorized by law.

A State Harbor line is located at the seaward end of Pier 5 as noted on Figure 4-1, Pier Management Guidelines. As a result, no floats or pile-supported structures will be allowed at the seaward end of Pier 5. However, the end of the Pier will be made available for special event berthing such as Tall Ships in order to further activate the Project site and its public open space.

**Navigational Channels:** No structures or floats shall extend into or over established navigational channels so as to impede free navigational passage.

As noted in Section 3 of this Plan a Federal Channel is located approximately 400 feet from the seaward end of Pier 5. See prior **Figure 3-9, Water Depths/Navigable Channels**.

**Navigable Access for Abutters:** A minimum setback of twenty-five (25) feet shall be maintained from the property line separating Pier 5 and Pier 4. A corresponding minimum navigable fairway of fifty (50) feet shall be preserved along the property boundary between the two piers.

The above-referenced waterside dimensional guidelines are intended to ensure that safe navigational access is maintained between piers, and that any proposed in-water facility(s) will not impede navigation in surrounding navigational channels.

In accordance with the above referenced standards, no berthing is allowed along the northeastern side of Pier 5, in order to preserve navigable access to the adjacent Shipyard Quarters Marina.

Water-dependent structures and floats would be allowed along the southern side of the Pier in conformance with dimensional guidelines detailed in **Figure 4-1, Pier Management Guidelines**. A compliant design for a recreational and public facility is depicted in **Figure 4-2, Pier 5 Management Plan – I**.

In light of concerns expressed by the Courageous Sailing Center, and based upon comment letters received from various state and local agencies, the Proponent of the Pier 5 project has agreed to eliminate the proposed marina at Pier 5. However, in the event Courageous Sailing Center, or another non-profit public sailing program ceases to operate at Pier 4, the Proponent will be able to pursue approval of a marina consistent with the dimensional limitations outlined in this section. As depicted in **Figure 4-3, Pier 5 Management Plan II**, there is currently no plan to construct a marina associated with the Pier 5 Project.

## 4.3 CONSTRUCTION MATERIAL/TECHNIQUES

Nuisance sources that may create noise in a water-dependent use environment and potentially impact an abutting residential use typically include sources associated with industrial port operations such as those found in the Moran and Conley terminals. In these instances, ship repair/construction, off and on-loading of vessels, as well as truck traffic associated with such uses have the potential to create conflict between user groups.

In the Pier 5 portion of the Planning area, such typical sources of conflict are not present. While the adjacent marina, sailing center and water shuttle terminal create noise associated with lanyards and associated hardware hitting masts, vessel engine sound, horn blasts, conversation from those tending to their nearby vessels and noise from general vessel maintenance, these sources do not typically engender conflict.

Nonetheless, such sound has the potential to penetrate residential structures through walls, doors and windows. In response to these outside noise sources a developer could consider sound abatement techniques to mitigate potential noise infiltration that would be penetrating through windows, walls and doors.

### 4.3.1 WINDOW SOUND TREATMENTS

Window treatments such as double pane glass can be an effective tool in reducing sound transmission through windows and window openings. The addition of shutters on the interior of windows may also reduce sound penetration through window and would be a viable partial solution during night hours.

### 4.3.2 WALL TREATMENTS

In traditional residential construction, wall framing and drywall covering transmit sound from the outside noise through the wall into the residence. Wall studs on occasion actually transfer sound as it penetrates the exterior wall into the wall itself before reverberating into the residence. Inserting dense fiberglass insulation into the wall may dampen the sound waves.



### **4.3.3 DOOR TREATMENTS**

Doors treatments are another potential source of sound attenuation. Seals surrounding doors are helpful in creating an airtight opening for thermal and sound abatement purposes. Another approach is to install two doors, which are separated by the width of the exterior wall.

## **4.4 MANAGEMENT/OPERATIONAL INSTRUMENTS**

The operation of water-dependent uses within a mixed-use environment can produce sources of potential conflict.

One method of reducing this potential conflict is to ensure that all prospective owners and tenants are fully aware of the surrounding environment and uses. This may be accomplished through the inclusion of statements in sales or leasing agreements, which references existing and nearby water-dependent uses, the regulatory protection granted to such uses, the hours of operation, and the need to be accepting of potential related noise and other operational issues.

## **4.5 TRAFFIC FLOWS AND PEDESTRIAN ACCESS**

Vehicular access to the Project site is from Eighth Street, which currently ends at a cul-de-sac located northeast of the Flagship Wharf building and northwest of the Project site. A new site drive will connect to this cul-de-sac and provide a travel way to Pier 5. Once on the Pier 5 property, this drive travels approximately 130 feet between the north elevation of the building structure at the ground level, and a column line, which delineates the outer limits of the building's upper level footprint. The drive culminates in a cul-de-sac turnaround, also within ground floor footprint of the building, which will serve as a valet service point and allow automobiles to reverse directions when leaving the property and traveling back to Eighth Street or the Flagship Wharf Parking Garage. Service and emergency vehicles will also utilize this circulation pattern to access Pier 5.

The access drive will not cross the Harborwalk, which is proposed to extend around the perimeter of Pier 5. In order to ensure that the pedestrian access connection at the base of Pier 5 is maintained and not adversely affected by the proposed project, certain layout, visual and physical elements must be incorporated into the final access drive design.

In particular, the access drive should consist of a raised surface of at least four (4) inches as it transitions from the Eighth Street cul-de-sac to the formal site drive. The layout of the



access drive shall be curvilinear so as to further reduce vehicular speeds entering the Project site.

The surface the site drive, where it crosses the pedestrian route, shall be a material that while conducive to vehicular traffic, is visually and physically pedestrian friendly (i.e. brick pavers).

The entrance to the site from the Eighth Street cul-de-sac and the exit from the site at the base of Pier 5 shall include signage indicating reduced speeds and a "Pedestrian Zone". Signage shall also be provided along the pedestrian route on both sides of the access drive to inform pedestrians of the vehicular crossing.

In addition, the portion of the access drive that transects the existing pedestrian route shall be outlined by a series of bollards to protect and alert pedestrians of the vehicular crossing.

These measures should ensure that any potential conflict between the proposed nonwater-dependent use at Pier 5 and existing public access are minimized.

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## CONSISTENCY WITH TIDELAND POLICIES

## ***5.0 CONSISTENCY WITH TIDELAND POLICY OBJECTIVES***

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### **5.1 INTRODUCTION**

Standards for approval of a Municipal Harbor Plan (MHP) are set forth at 301 CMR 23.05 and require consistency with the ten state tidelands policy objectives, as set forth in the Waterways Regulations at 310 CMR 9.00, and summarized in the MHP Regulations at 301 CMR 23.05(3)(a).

The MHP Regulations identify ten primary state tidelands policy objectives. The manner in which the proposed MHP Amendment is consistent with each of these objectives is described below.

### **5.2 CONSISTENCY WITH TIDELAND OBJECTIVES**

#### **5.2.1 POLICY OBJECTIVE #1**

*To ensure that development of all tidelands complies with other applicable environmental regulatory programs of the Commonwealth, and is especially protective of aquatic resources within coastal Areas of Critical Environmental Concern, as provided in 310 CMR 9.32(1)(e) and 9.33.*

The Planning Area, and the Pier 5 Project site in particular, are not located within an Area of Critical Environmental Concern. As document through the Pier 5 Project's MEPA filings, the Project is in compliance with all applicable environmental regulatory programs of the Commonwealth.

#### **5.2.2 POLICY OBJECTIVE #2**

*To preserve any rights held by the Commonwealth in trust for the public to use tidelands for lawful purposes, and to preserve any public rights of access that are associated with such use, as provided in 310 CMR 9.35.*

As described in Chapter 4 of this MHP Amendment, and as outlined in MEPA filings associated with the Pier 5 Project, the development of Pier 5 is in compliance with the provisions of M.G.L. c.91 and the Waterways Regulations, as modified by the 1991 Approval of the Boston Municipal Harbor Plan. Moreover, the Project will comply with additional provisions and recommendation found in the MHP Amendment outlining a 'Network Plan' for Special Public Destination Facilities.



The Pier 5 Project includes almost one acre of publicly accessible open space, 1400 linear feet of new Harborwalk along the entire perimeter of the pier, and pedestrian amenities such as benches, interpretive signage, and lighting. All of which serve to promote and enhance future public access within the currently inaccessible Project site.

### **5.2.3 POLICY OBJECTIVE #3**

*To preserve the availability and suitability of tidelands that are in use for water-dependent purposes, or that are reserved primarily as locations for maritime industry or other specific types of water-dependent use, as provided in 310 CMR 9.32(1)(b) and 9.36.*

As detailed in this MHP Amendment, the Pier 5 Project will be designed and programmed in such a way as to ensure that any existing water-dependent uses and limited maritime industrial uses located in the Charlestown National Park are not adversely affected.

### **5.2.4 POLICY OBJECTIVE #4**

*To ensure that all licensed fill and structures are structurally sound and otherwise designed and built in a manner consistent with public health and safety and with responsible environmental engineering practice, especially in coastal high hazard zones and other areas subject to flooding or sea-level rise, as provided in 310 CMR 9.37.*

The Pier 5 Project will be designed by professional architects and engineers, and constructed in accordance with all applicable building and health codes.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates the FEMA Flood Zone Designations for the site area (City of Boston, Community-Panel Number 250286 0005 D, November 2, 1990). The map of the Navy Yard shows that the landward half of Pier 5 is noted as Zone B (Areas between limits of 100-year flood and 500-year flood). A small portion toward the middle of the Pier is located in Zone A2, where the 100-year floodplain mapped by the Federal Emergency Management Agency (FEMA) is at an elevation of +11 National Geodetic Vertical Datum (NGVD). The seaward portion of the Pier is located within an area noted as Zone V4 where the floodplain elevation ranges from +12 to +13 (NGVD). The still water flood elevation in this area is Elevation 10.2 feet (NGVD).

As currently designed, the Project's seaward section of the site is located within Flood Zone V4, a high hazard coastal district. There is approximately 120 feet of open space between the two first floor elements providing for two separate and isolated first floors. A structural solution has been included in the design in order to reduce the flood hazard potential on this portion of the site. A perimeter wall will be constructed in the high hazard zone to act as a wave barrier during the FEMA 100-year storm event. This will reduce the existing flood hazard exposure from V4 Elevation +14 to AO Elevation +2. The structure's first floor elevation at the outshore end of the Pier will be maintained at approximately one foot

above the Base Flood Elevation (BFE), elevation +14 NGVD. Since they are located in either a Zone A or Zone B, regulations stipulate that only the first floor has to be above the BFE. In Zone V all structural elements have to be above the BFE. The inshore portion of the first floor, which is in Zone B will remain unchanged and will be held at elevation 11.49 NGVD.

In addition, an analysis has been conducted of the existing pile foundation. Based on the proposed restoration effort, the pile foundation will be adequate to resist forces imposed by waves during the 100-year storm event.

As a result, the Project will be designed in consideration of coastal high hazard zones and sea-level rise.

#### **5.2.5 POLICY OBJECTIVE #5**

*To ensure patronage of public recreational boating facilities by the general public and to prevent undue privatization in the patronage of private recreational boating facilities, as provided in 310 CMR 9.38; and to ensure that fair and equitable methods are employed in the assignment of moorings to the general public by harbormasters, as provided in 310 CMR 9.07.*

In the event that the Project proposes a future recreational marina at the site, provided there is not a non-profit public sailing program located at Pier 4, said marina will be programmed and managed in accordance with the provisions of 310 CMR 9.38.

No moorings are proposed at the Pier 5 site.

#### **5.2.6 POLICY OBJECTIVE #6**

*To ensure that marinas, boatyards, and boat launching ramps are developed in a manner that is consistent with sound engineering and design principles, and include such pumpout facilities and other mitigation measures as are appropriate to avoid or minimize adverse impacts on water quality, physical processes, marine productivity, and public health, as provided in 310 CMR 9.39.*

Any proposed marina at the Project site will have less than 50-slips and therefore not require an onsite pumpout facility in accordance with 310 CMR 9.39(1)(a)3.b. However, programming and management of the marina will ensure that marina patrons are informed of the nearest pumpout facilities located at Shipyard Quarters Marina in the Charlestown Navy Yard.



**5.2.7 POLICY OBJECTIVE #7**

*To ensure that dredging and disposal of dredged material is conducted in a manner that avoids unnecessary disturbance of submerged lands and otherwise avoids or minimizes adverse effects on water quality, physical processes, marine productivity, and public health, as provided in 310 CMR 9.40.*

The Pier 5 Project does not include dredging or disposal of dredged material.

**5.2.8 POLICY OBJECTIVE #8**

*To ensure that nonwater-dependent use projects do not unreasonably diminish the capacity of any tidelands to accommodate water-dependent use, as provided in 310 CMR 9.51.*

As described in this MHP Amendment, and as conditioned as part of the Chapter 91 Licensing review process, the Project will be designed and programmed in accordance with the dimensional provisions outlined in 310 CMR 9.51. In particular, the proposed building will be setback from the end and sides of the Pier, thus reserving the entire perimeter of the site for water-dependent use. The building, and any exterior vehicular ways will be limited to fifty (50%) of the project site area, and the building will be limited to a maximum height of fifty-five (55) feet.

**5.2.9 POLICY OBJECTIVE #9**

*To ensure that nonwater-dependent use projects on any tidelands devote a reasonable portion of such lands to water-dependent use, including public access in the exercise of public rights in said lands, as provided in 310 CMR 9.52.*

As noted above, the entire perimeter of the Project site will be devoted to 1,400 linear feet of new Harborwalk. The Harborwalk will meet the City of Boston Harborwalk Design Guidelines, and include standard pedestrian amenities such as seating, lighting, and trash receptacles. The proposed Harborwalk will seamlessly connect to the existing Harborwalk on either side of Pier 5.

In addition, the Pier 5 Project will include financial support for public water transportation within Boston Harbor in accordance with DEP's draft Policy on Water Transportation.

**5.2.10 POLICY OBJECTIVE #10**

*To ensure that nonwater-dependent use projects on Commonwealth tidelands, except in Designated Port Areas, promote public use and enjoyment of such lands to a degree that is fully commensurate with the proprietary rights of the Commonwealth therein, and which ensures that private advantages of use are not primary, but merely incidental to the achievement of public purposes, as provided in 310 CMR 9.53.*



The Pier 5 Project has been designed to meet the requirements of 310 CMR 9.53. In particular, all exterior open space outside the footprint of the building will be made accessible to the public twenty-four hours a day, and will be programmed to include interpretive elements and signage. The ground floor of the building will include Facilities of Public Accommodation and a Special Public Destination Facility.

In addition, the Pier 5 Project will include financial support for public water transportation within Boston Harbor in accordance with DEP's draft Policy on Water Transportation.

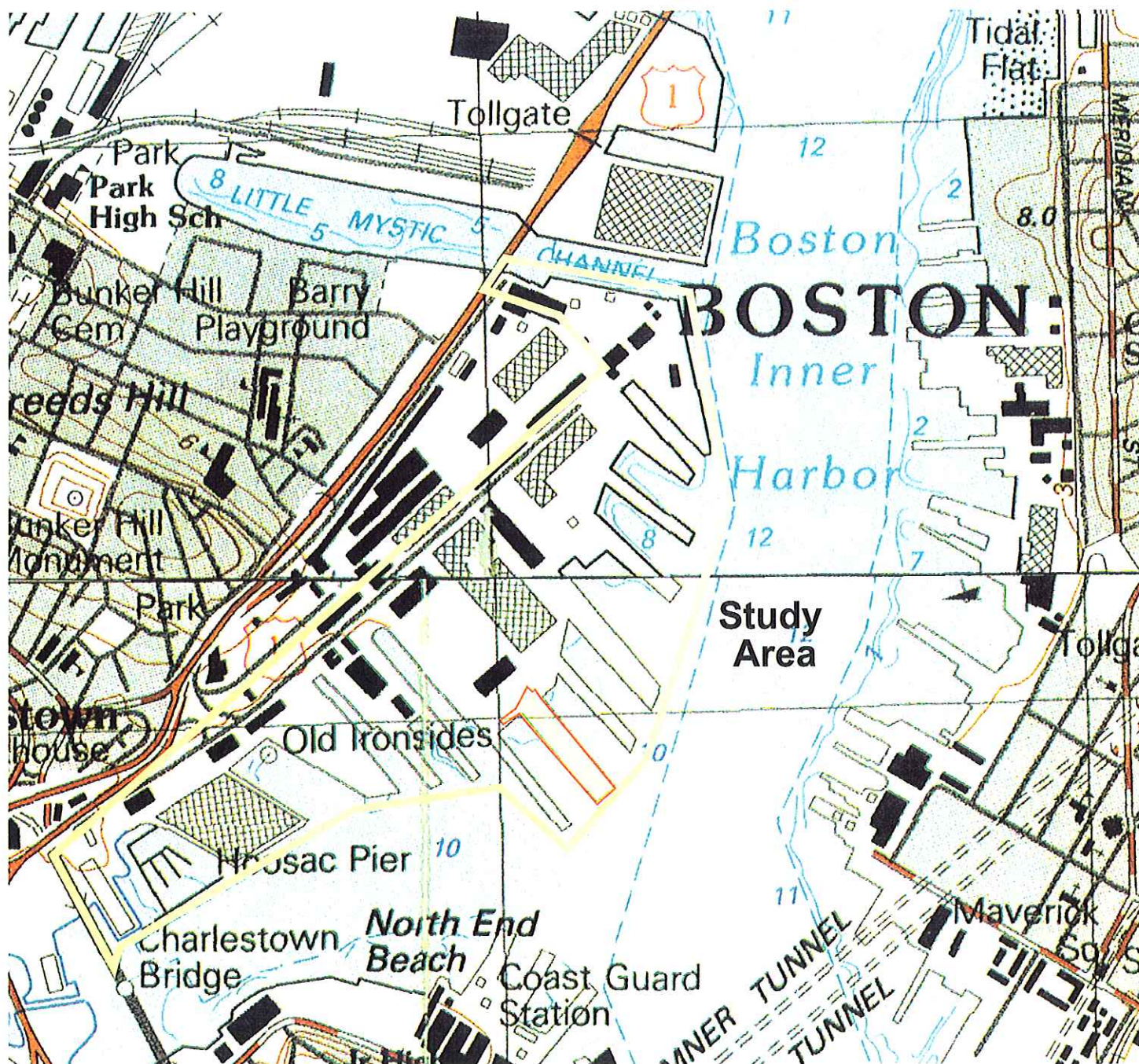


Figure 1-1  
Locus Plan  
Source: MassGIS



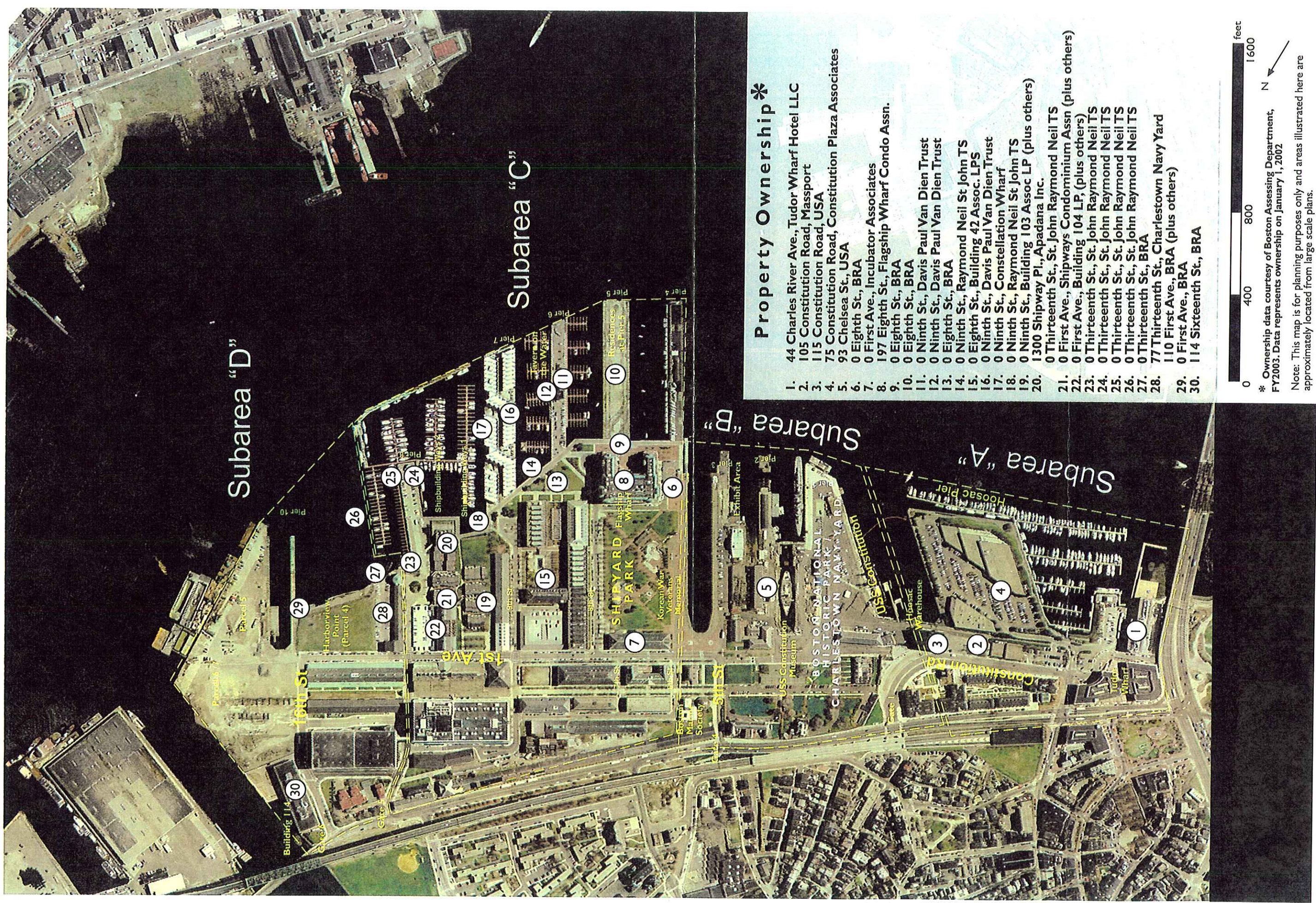
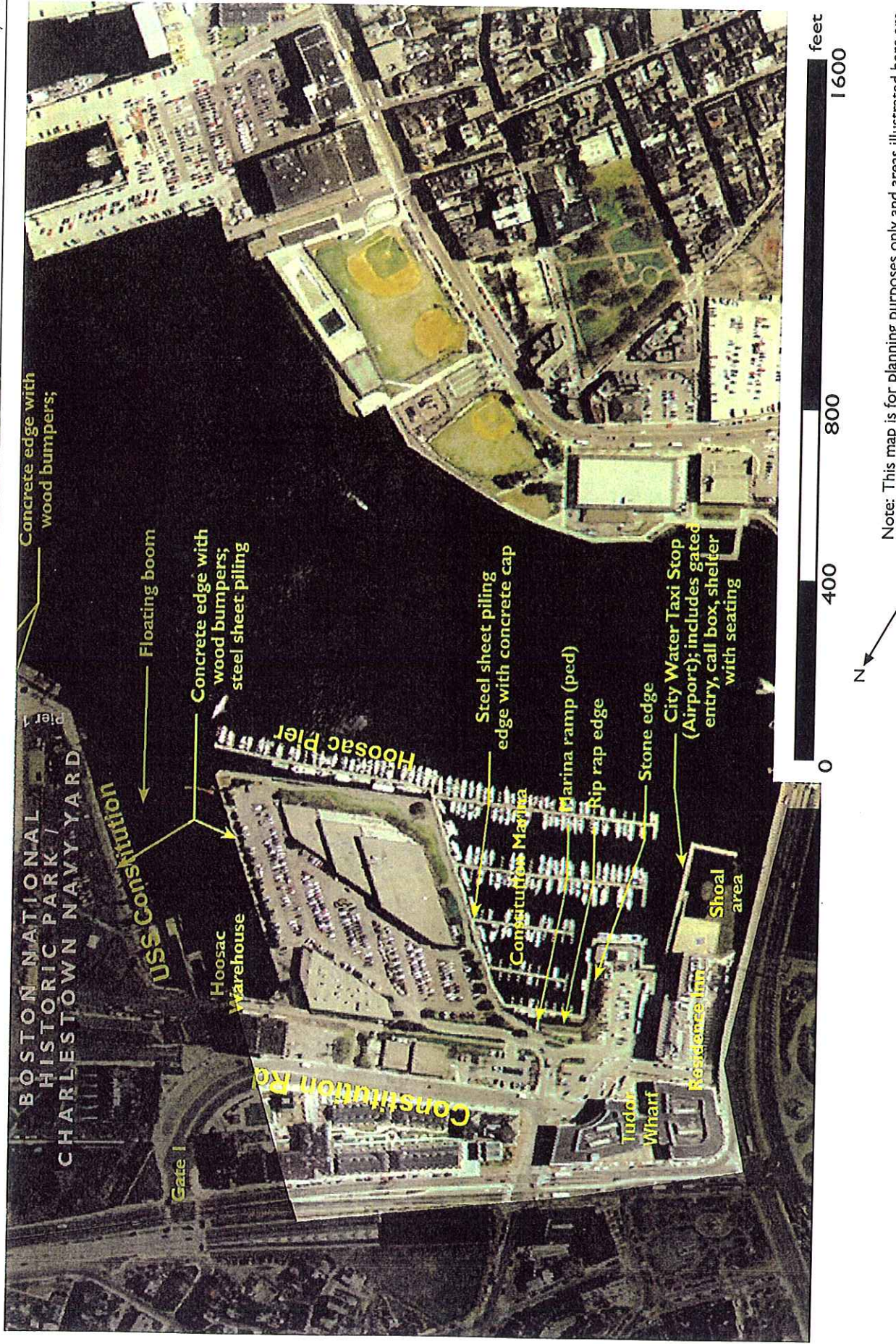


Figure 2-1  
Property Ownership Plan





Note: This map is for planning purposes only and areas illustrated here are approximately located from large scale plans.

Figure 2-2  
Planning Subarea "A"



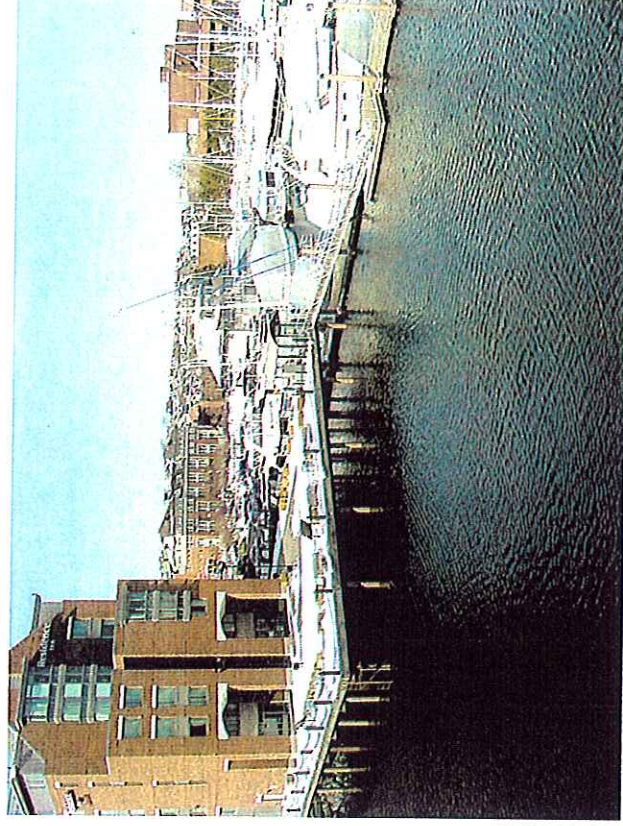


Figure 2-3  
Existing Conditions Photos - Tudor Wharf  
source: Fort Point Associates, Inc.



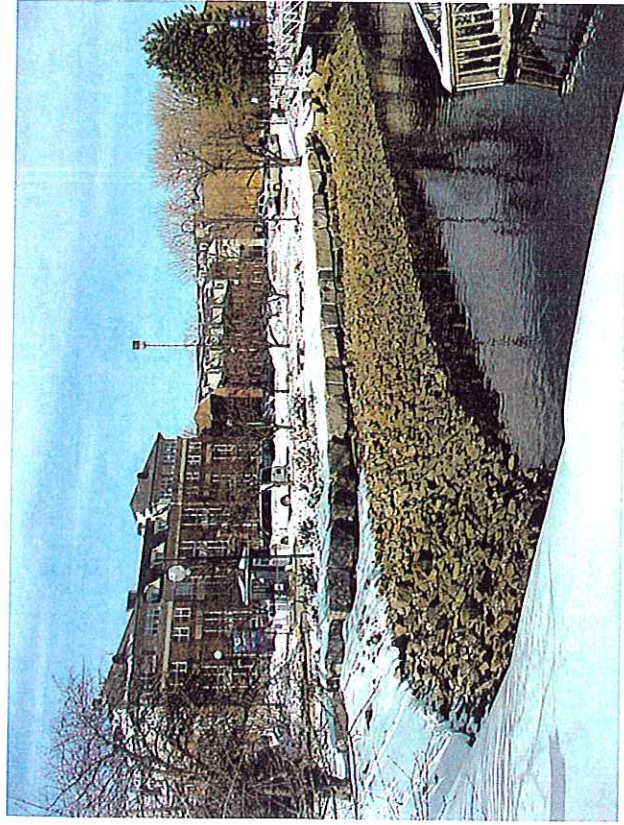


Figure 2-4  
Existing Conditions Photos - Constitution Marina  
source: Fort Point Associates, Inc.



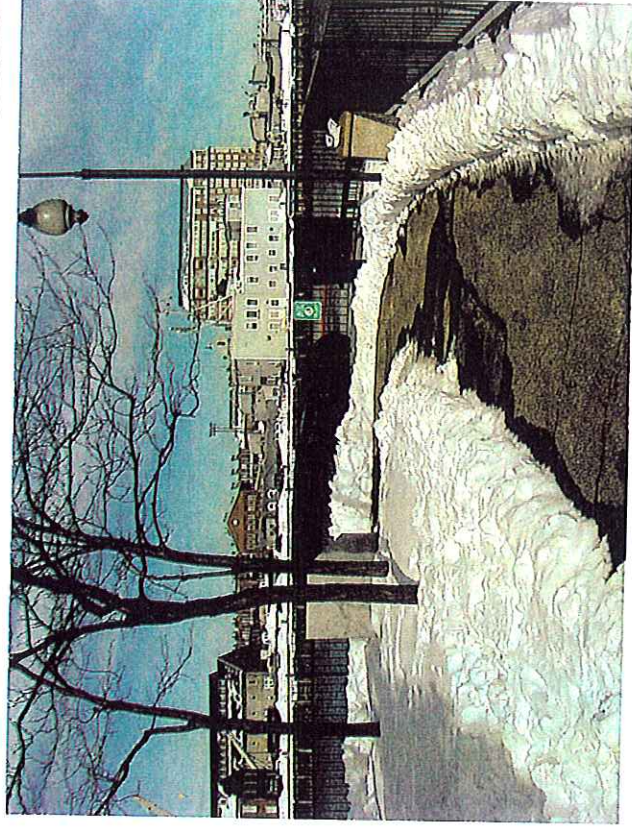
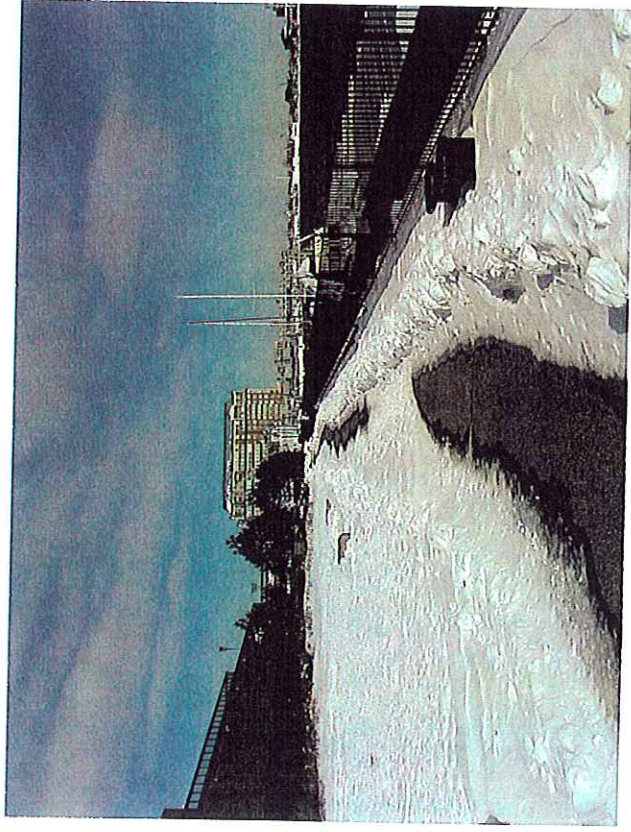
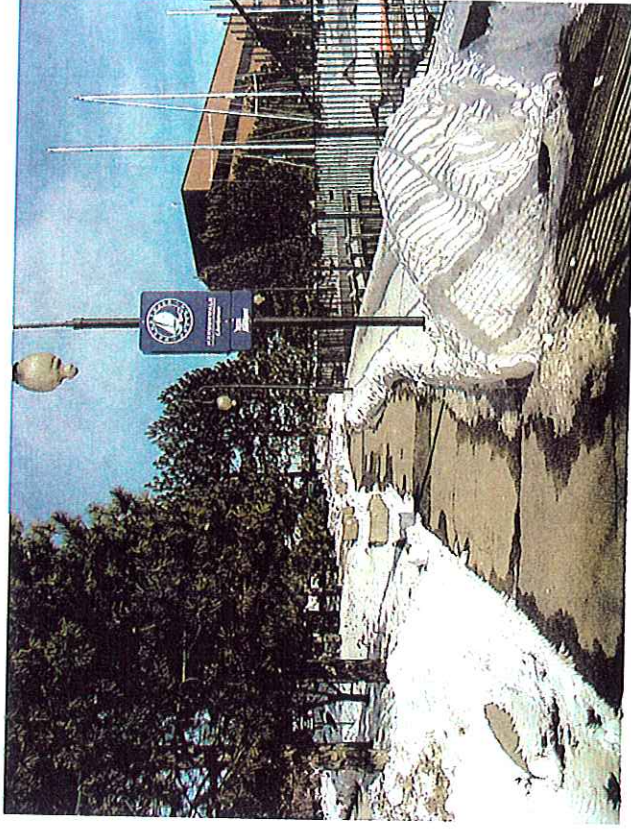
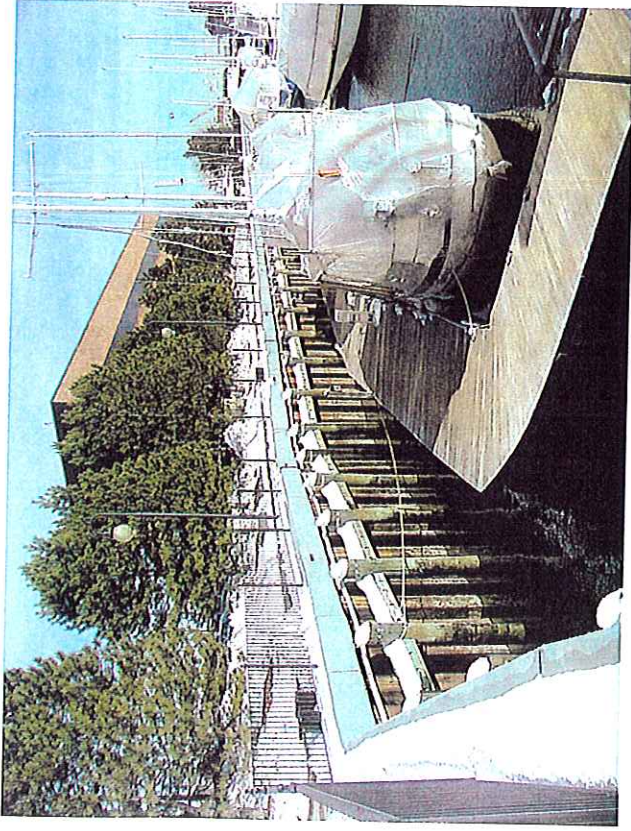


Figure 2-5  
Existing Conditions Photos - Constitution Center  
source: Fort Point Associates, Inc.



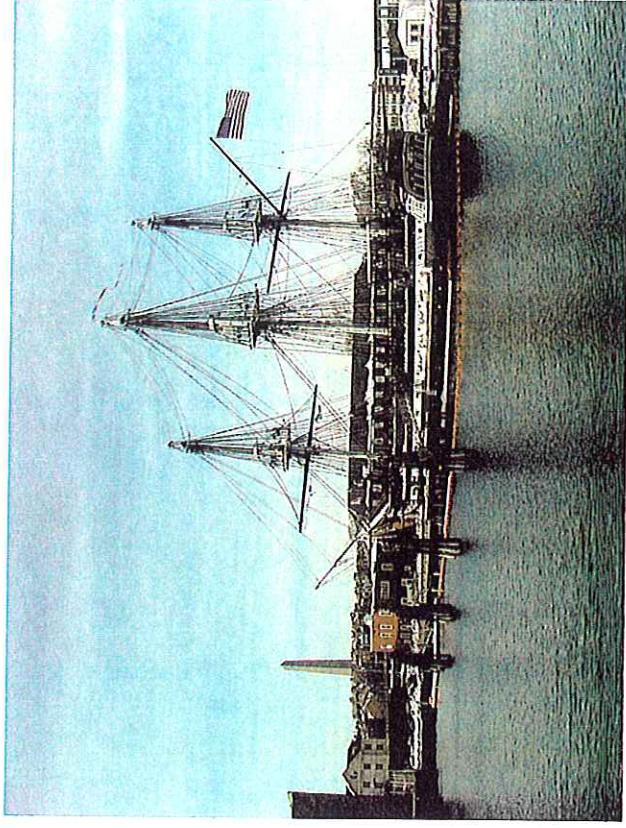
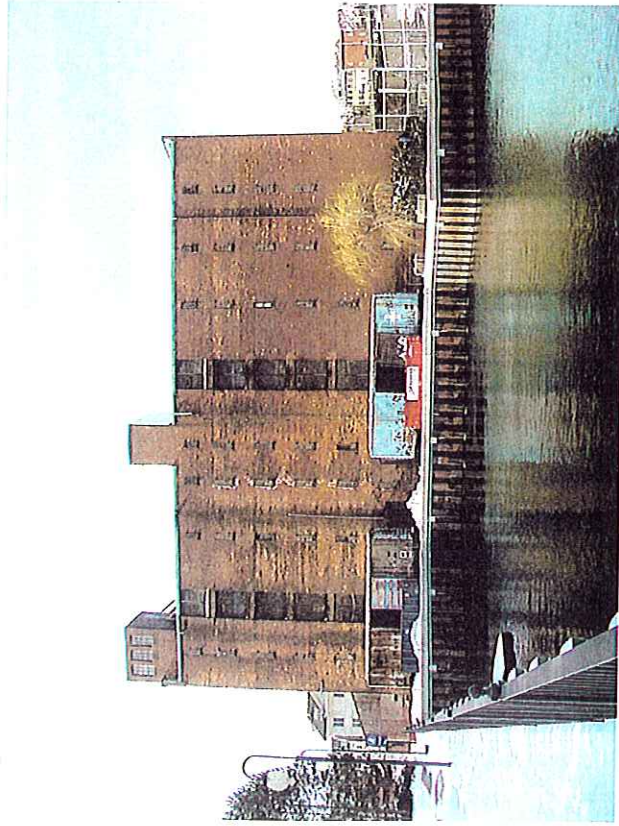
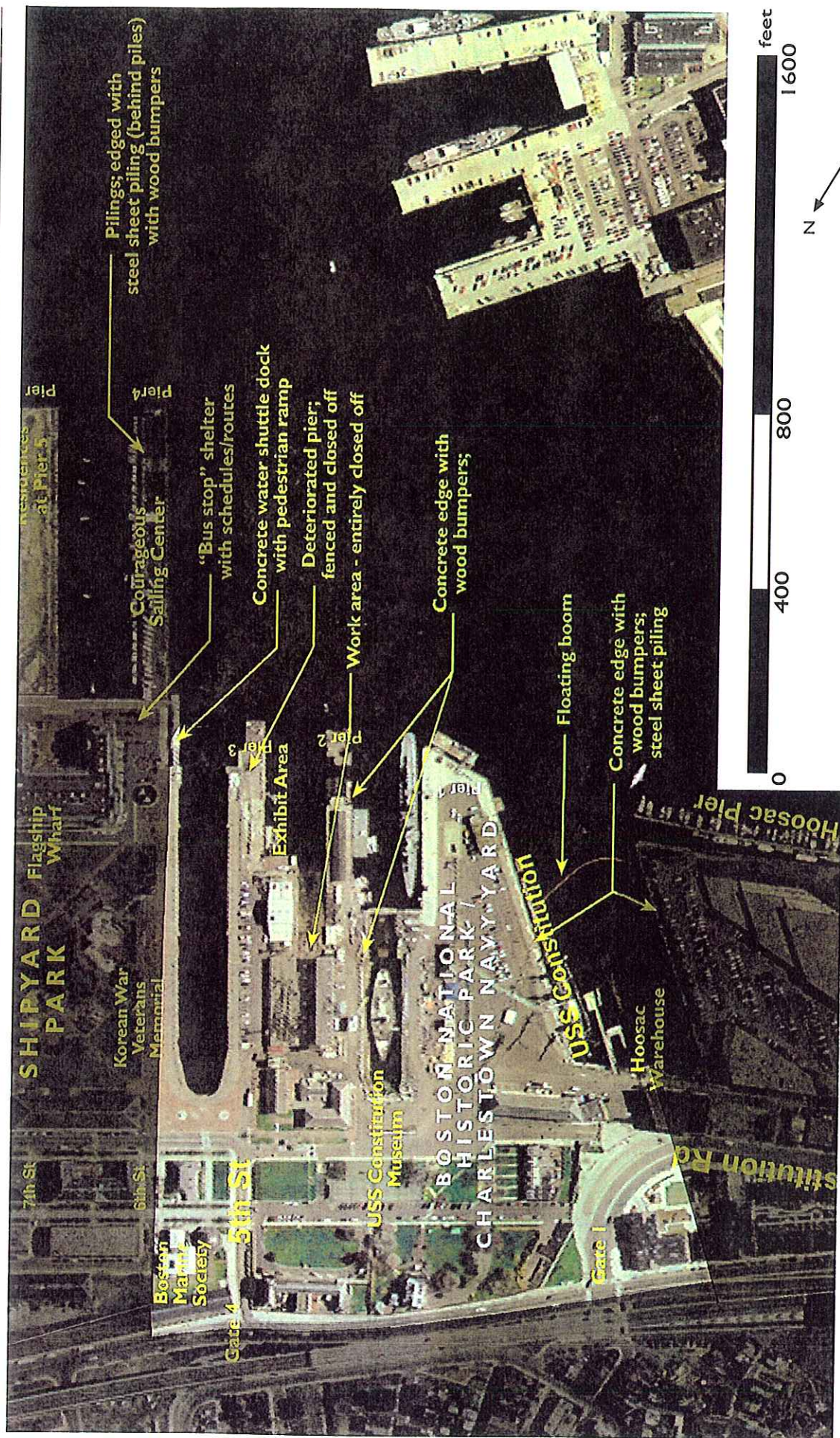


Figure 2-6  
**Existing Conditions Photos - Hoosac Stores Warehouse**  
source: Fort Point Associates, Inc.





Note: This map is for planning purposes only and areas illustrated here are approximately located from large scale plans.

Figure 2-7  
Planning Subarea "B"





Figure 2-8  
Existing Conditions Photos - USS Constitution  
source: Fort Point Associates, Inc.



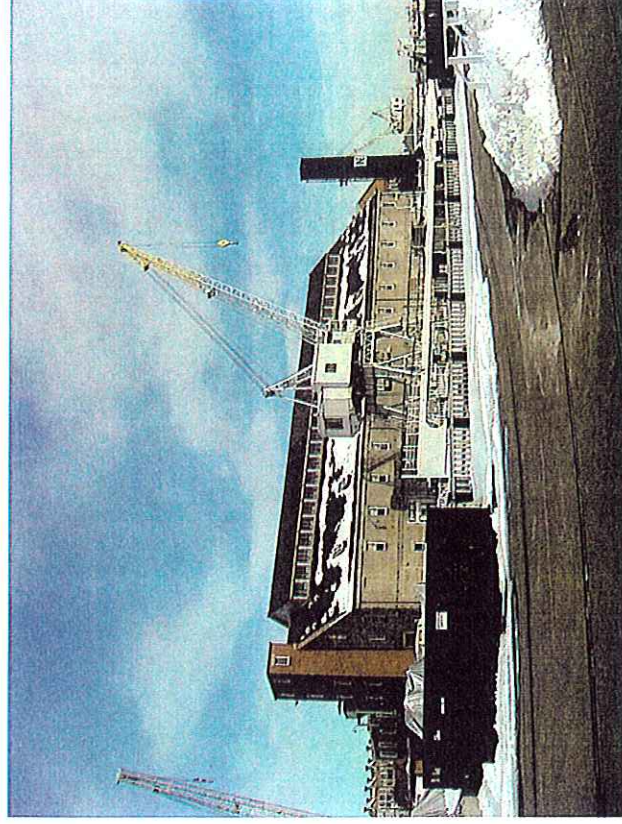
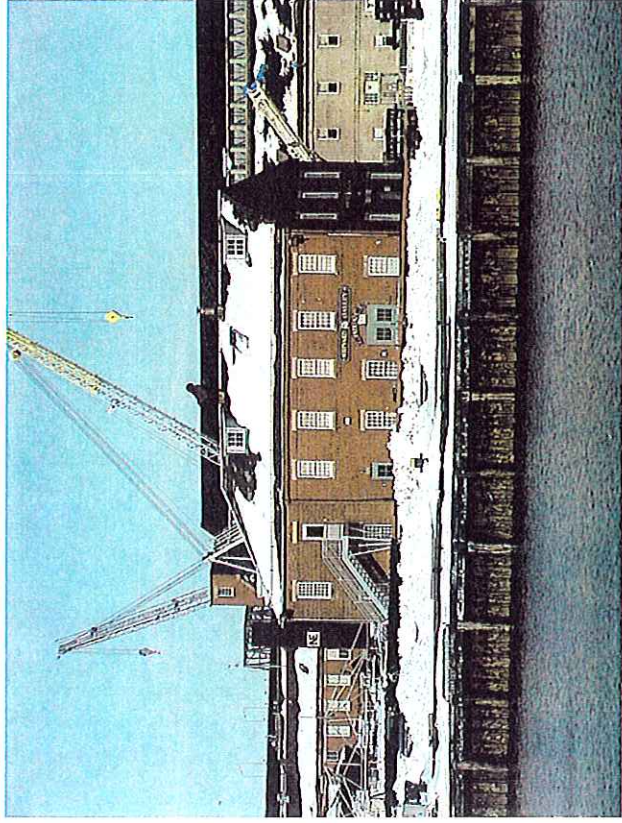


Figure 2-9  
Existing Conditions Photos - National Park (Pier 1 & 2)  
source: Fort Point Associates, Inc.



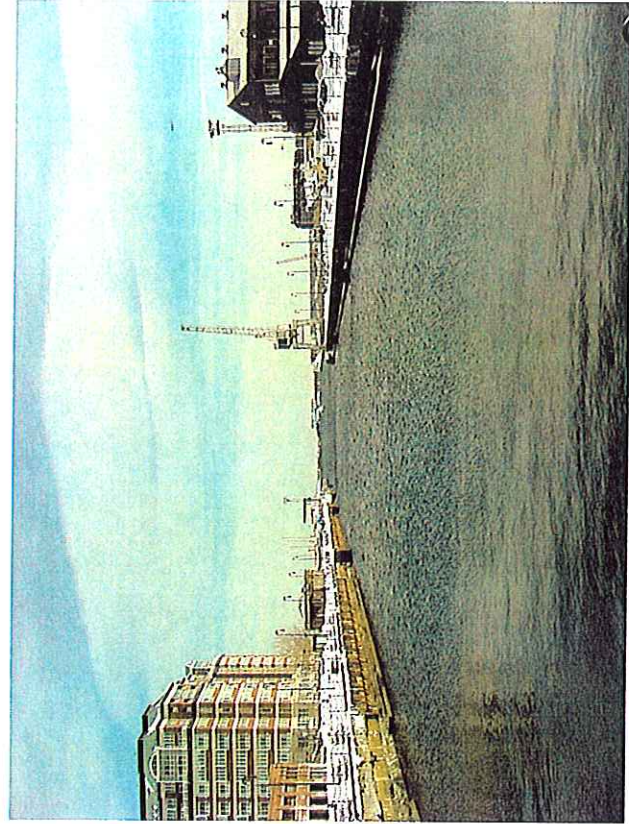
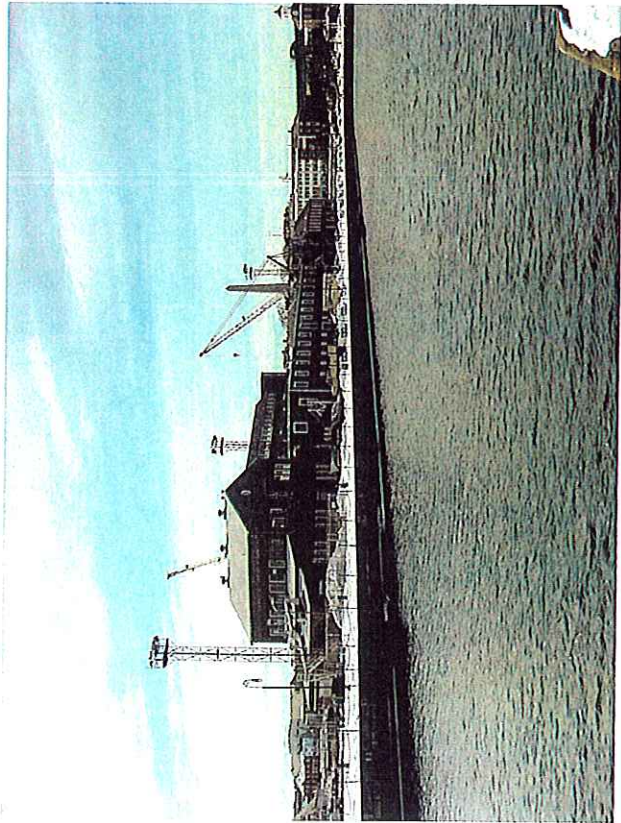
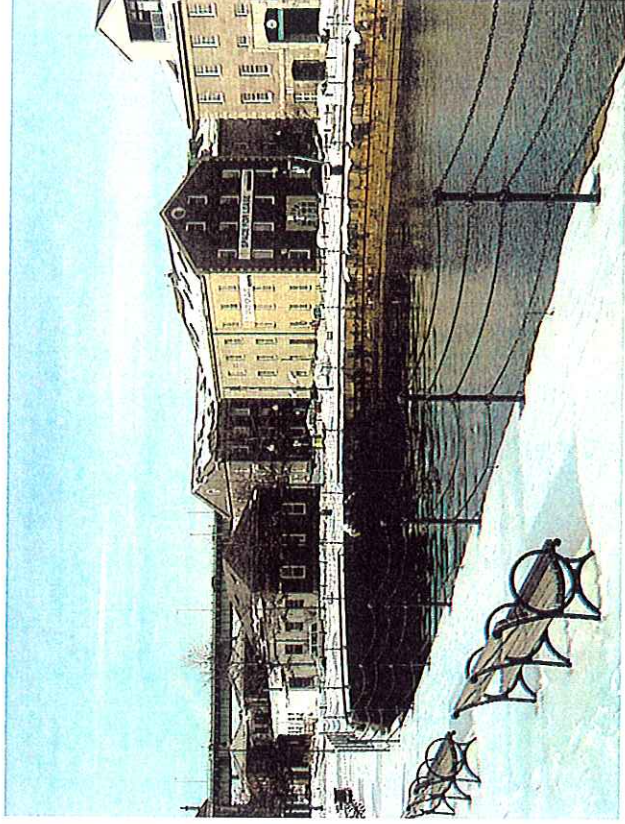
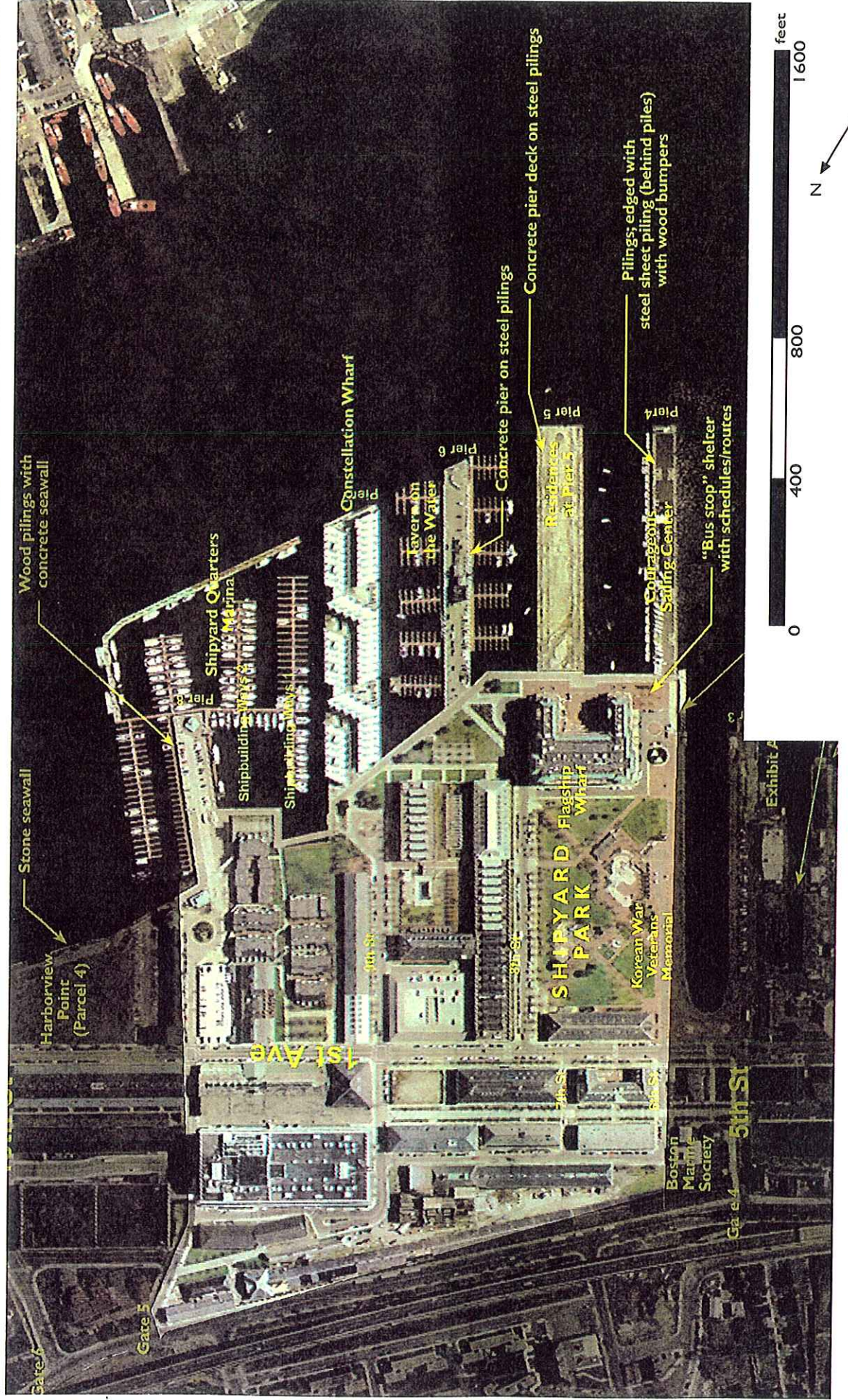


Figure 2-10  
Existing Conditions Photos - National Park (Drydock & Pier 3)  
source: Fort Point Associates, Inc.





Note: This map is for planning purposes only and areas illustrated here are approximately located from large scale plans.

Figure 2-11  
Planning Subarea "C"



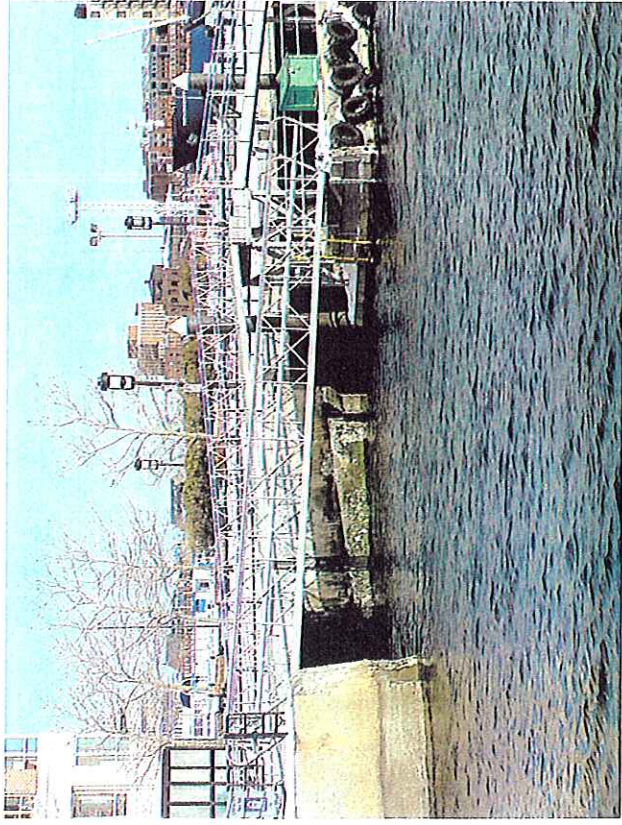


Figure 2-12  
Existing Conditions Photos - Pier 4 Water Transportation Terminal  
source: Fort Point Associates, Inc.



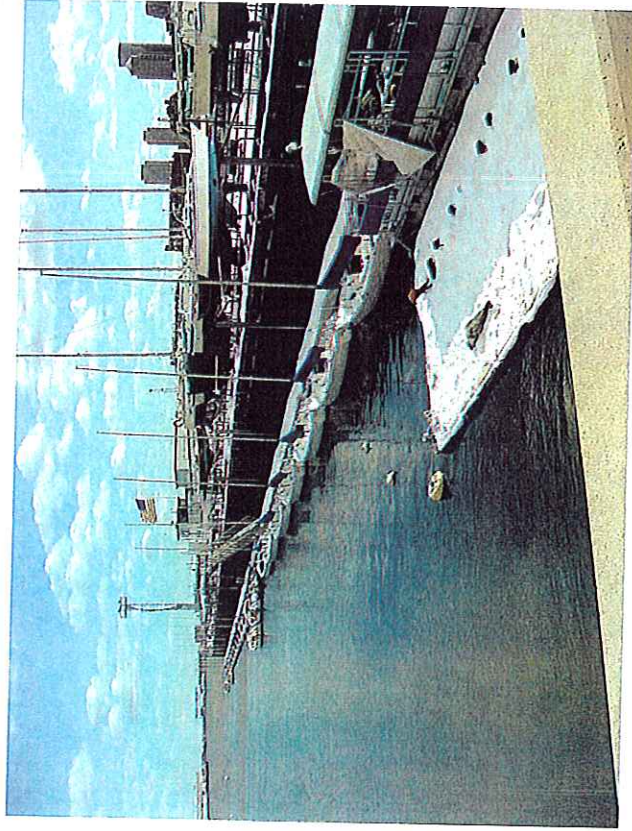
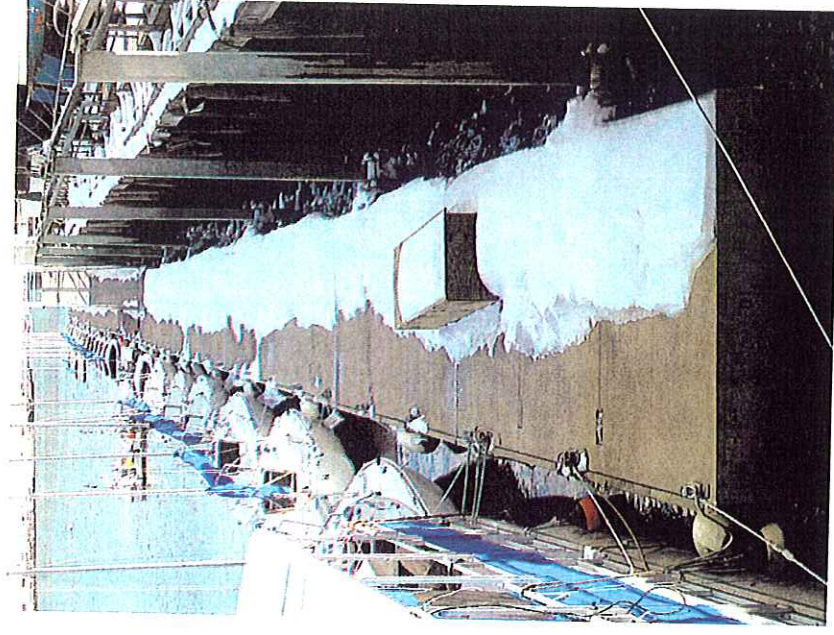


Figure2-13  
Existing Conditions Photos - Pier 4 Courageous Sailing Center  
source: Fort Point Associates, Inc.



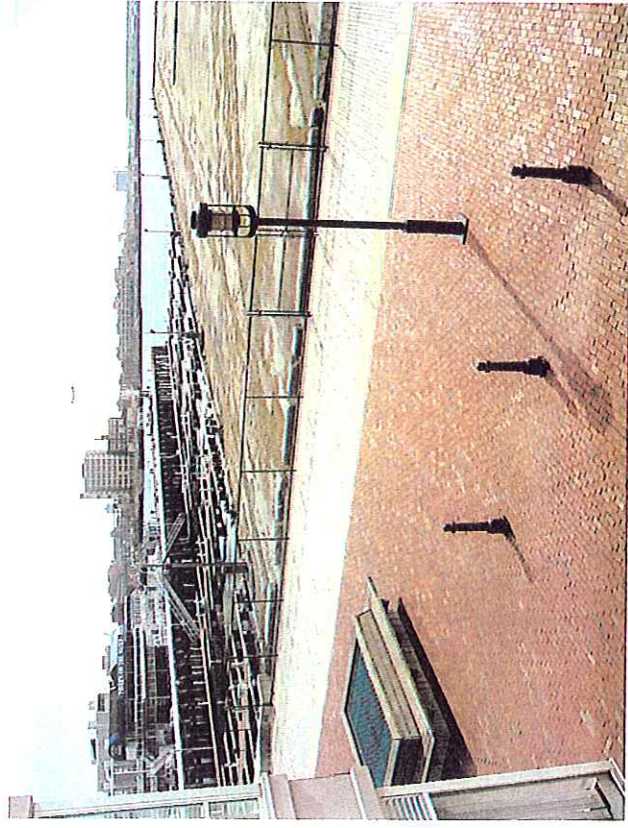


Figure 2-14  
Existing Conditions Photos - Pier 5  
source: Fort Point Associates, Inc.





Figure 2-15  
Existing Conditions Photos - Pier 6 (Shipyard Quarters Marina)  
source: Fort Point Associates, Inc.



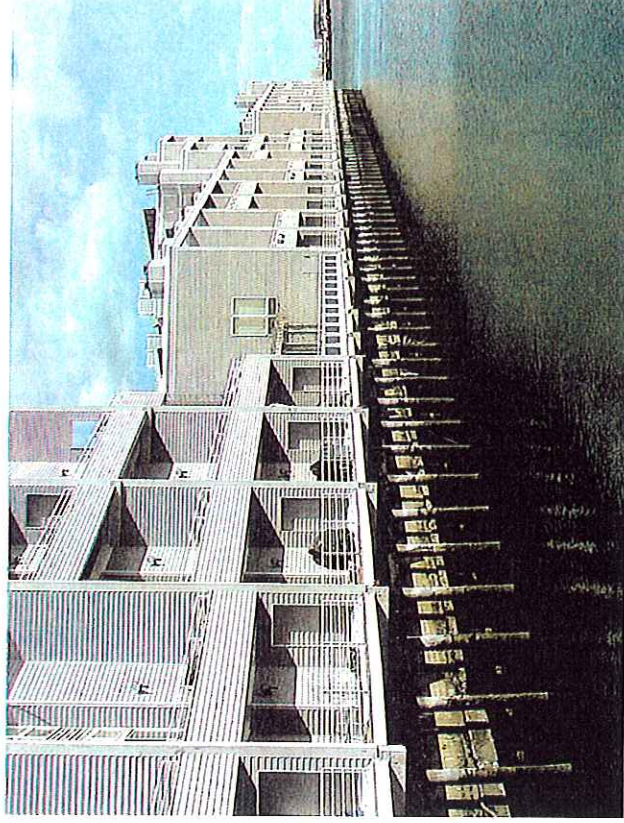


Figure 2-16  
**Existing Conditions Photos - Constellation Wharf**  
source: Fort Point Associates, Inc.



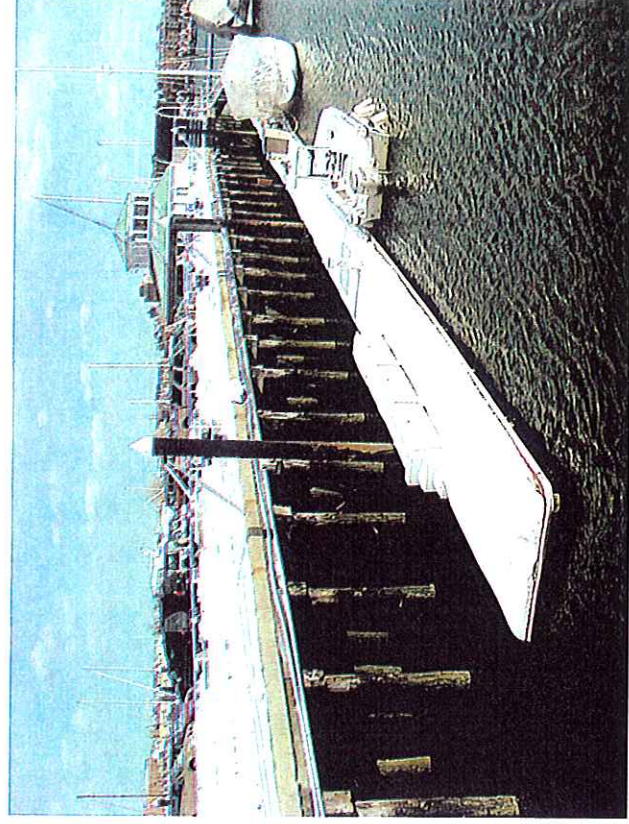
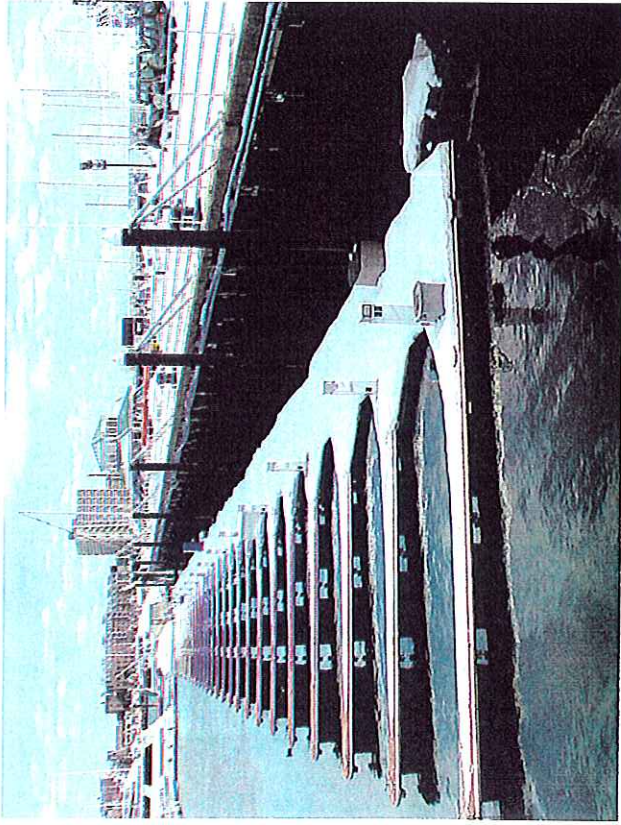


Figure 2-17  
Existing Conditions Photos - Pier 8 (Shipyard Quarters Marina)  
source: Fort Point Associates, Inc.





**Figure 2-18**  
**Planning Subarea “D”**



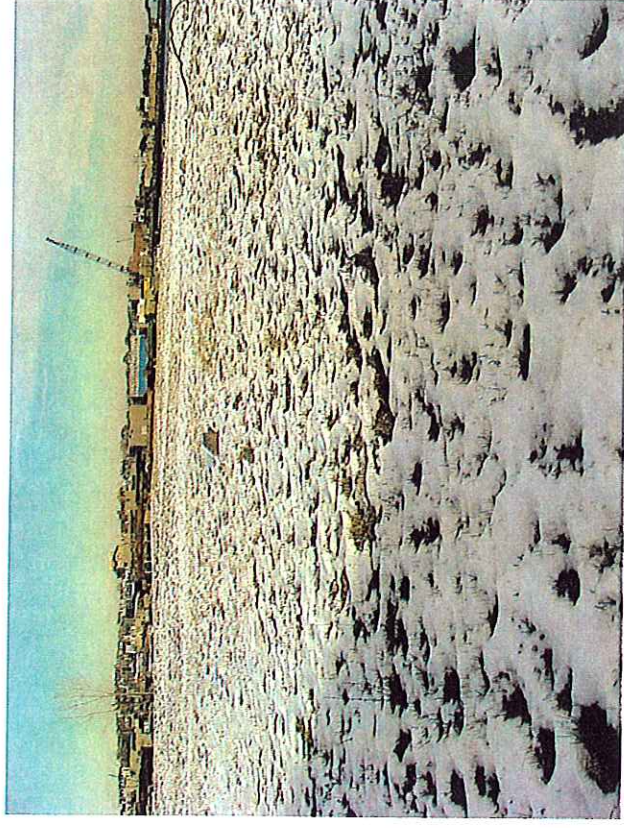
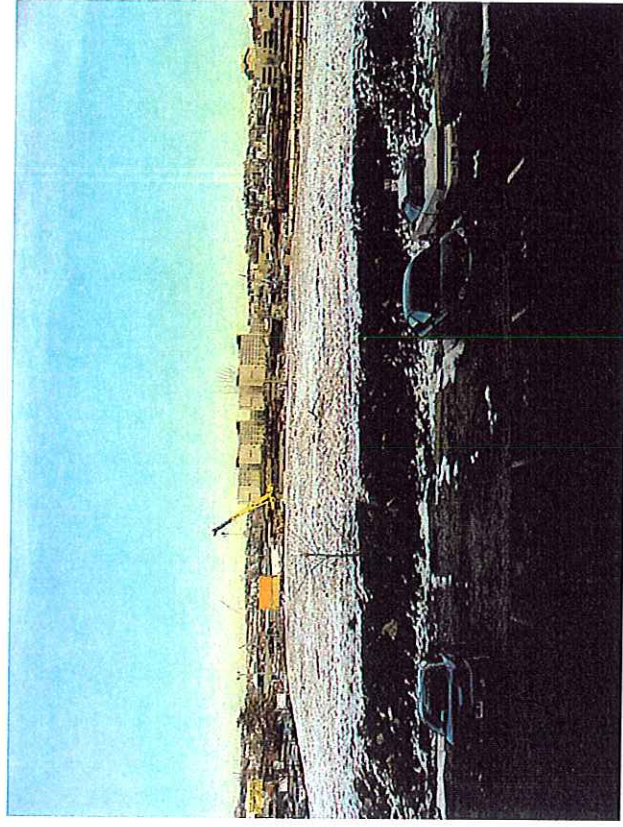


Figure 2-19  
Existing Conditions Photos - Parcel 4  
source: Fort Point Associates, Inc.



Figure 2-20  
**Existing Conditions Photos - Parcel 5**  
source: Fort Point Associates, Inc.



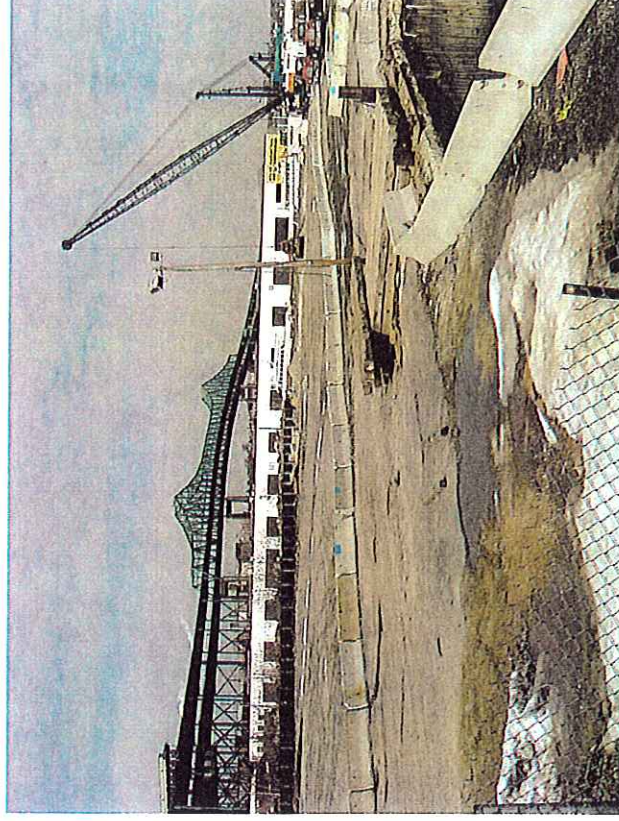
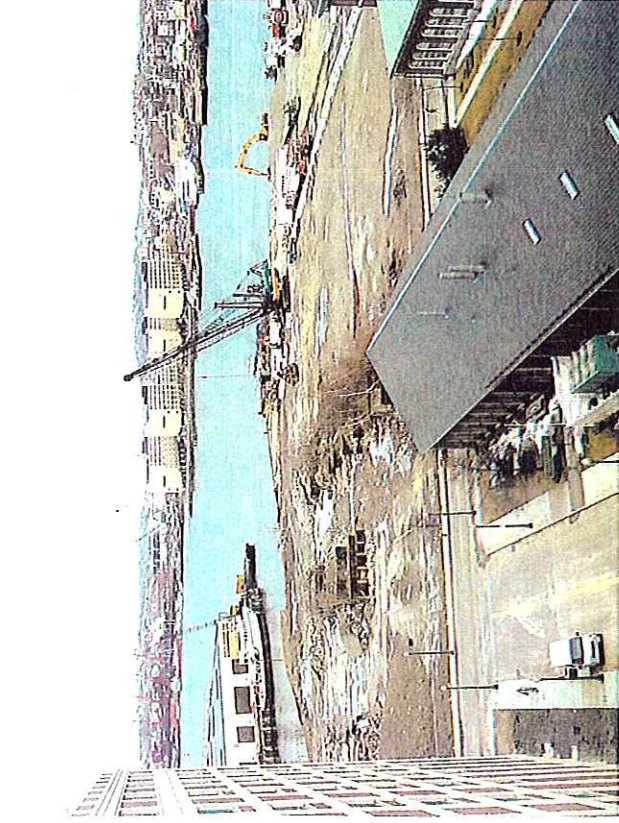


Figure 2-21  
Existing Conditions Photos - Parcel 6 & 7  
source: Fort Point Associates, Inc.



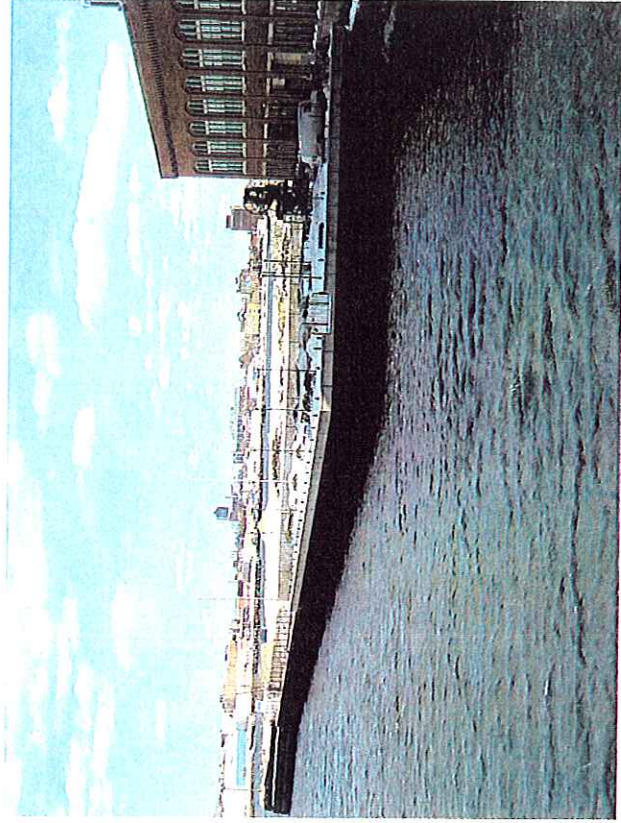


Figure 2-22  
Existing Conditions Photos - Building 114  
source: Fort Point Associates, Inc.





Figure 3-1  
Aerial View - Constitution Marina  
Source: MassGIS



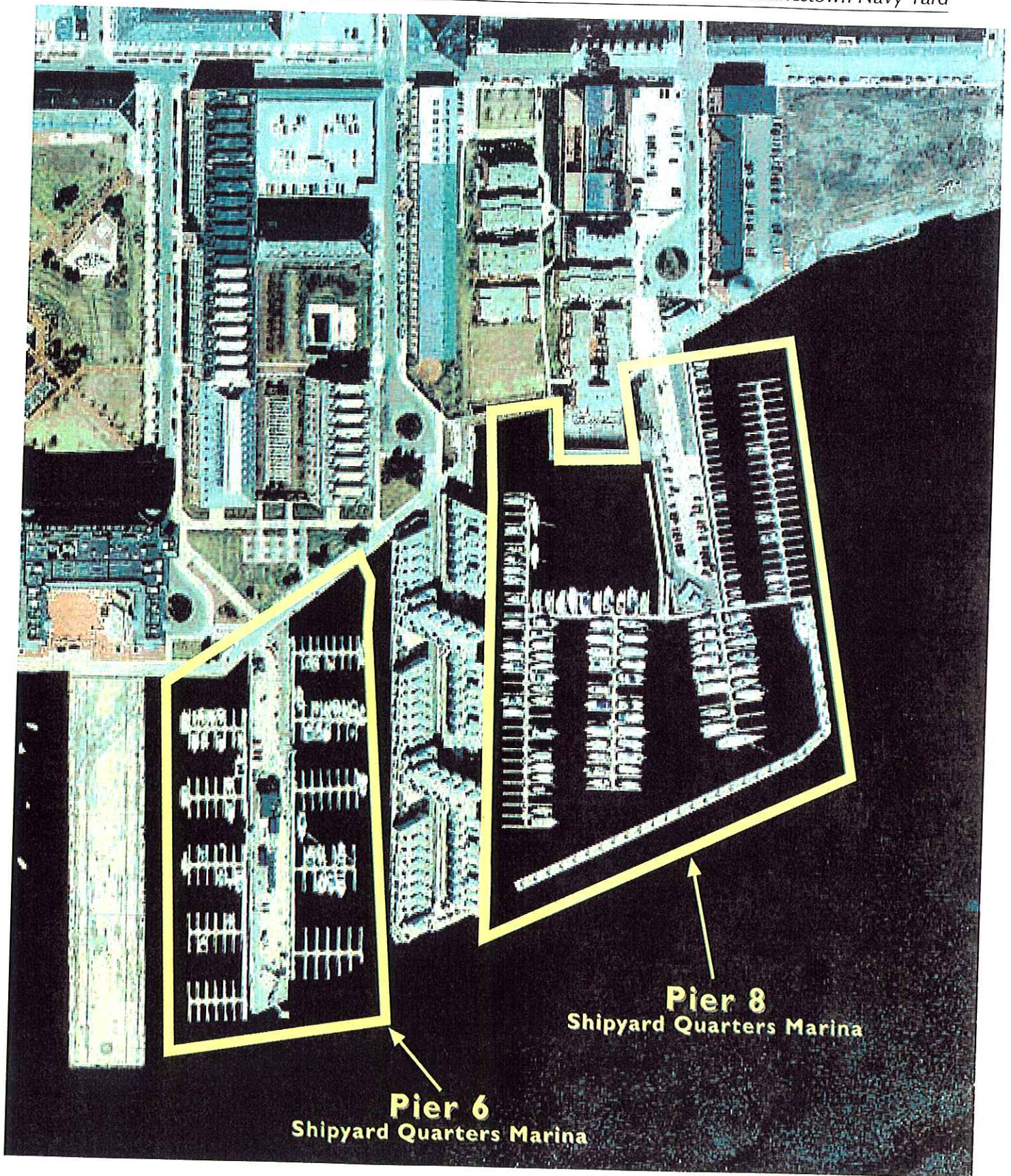
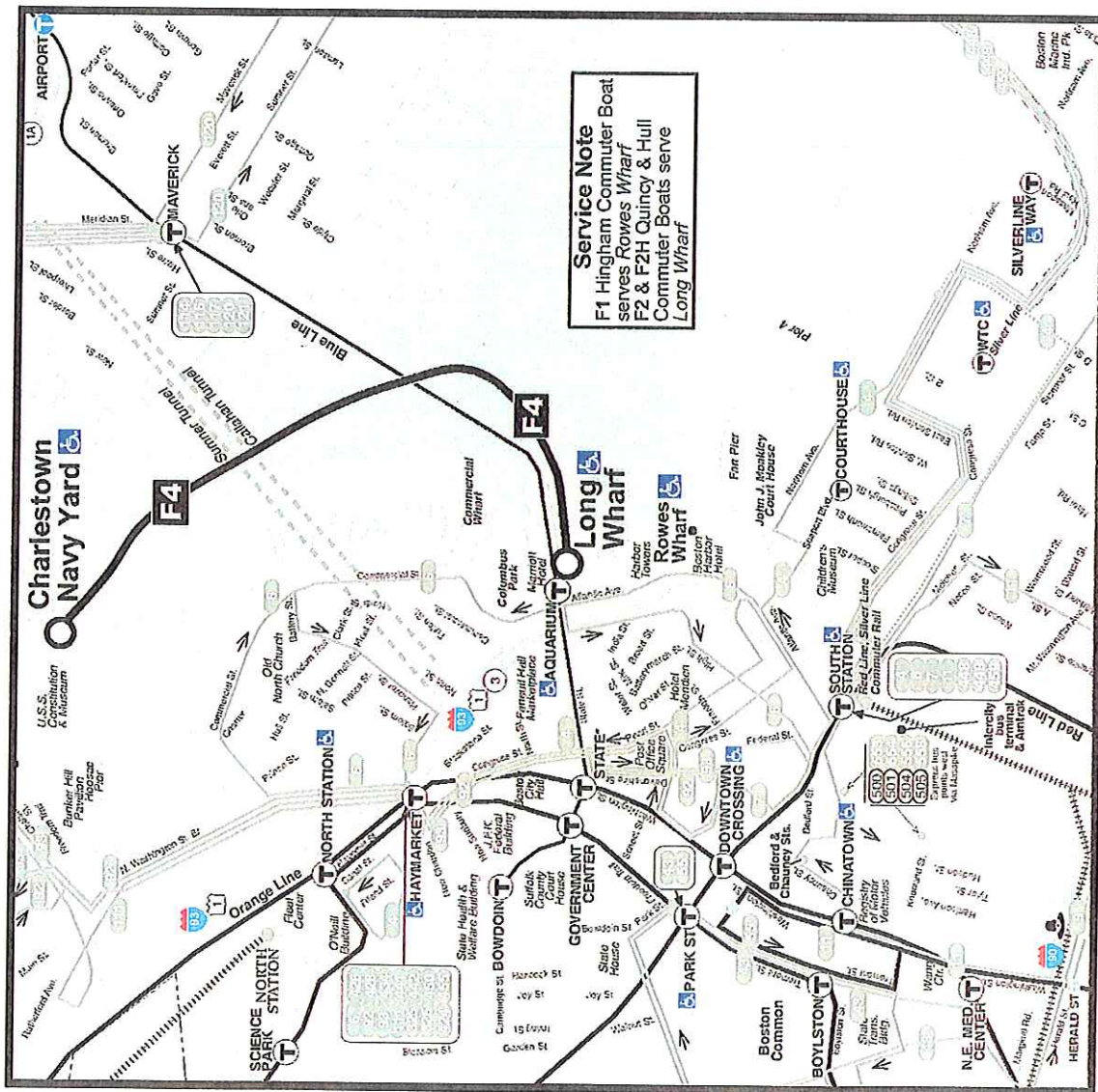
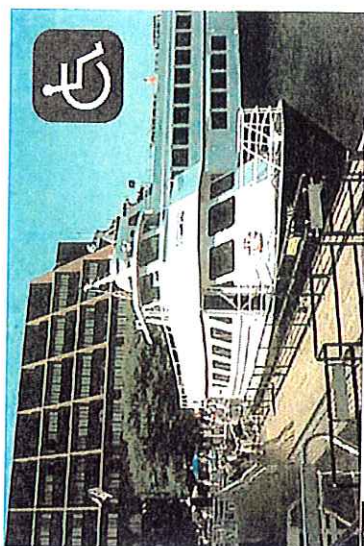


Figure 3-2  
Aerial View - Shipyard Quarters Marina  
Source: MassGIS





# **T Inner Harbor Ferries** WINTER 2005



Commuter boats are accessible to persons with disabilities.

## **F4 Boston - Charlestown** Long Wharf Charlestown Navy Yard

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Welcome aboard!

Figure 3-3  
Water Transportation Routes  
Source: MBTA, 2005



# **F4 Boston - Charlestown** Long Wharf

## **Weekday Schedule**

DEPART Boston (Long Wharf)	CHARLESTOWN Navy Yard	ARRIVE Boston (Long Wharf)
6:30A	6:40A	6:55A
6:45	6:55	7:10
7:00	7:10	7:25
7:15	7:25	7:40
7:30	7:40	7:55
7:45	7:55	8:10
8:00	8:10	8:25
8:15	8:25	8:40
8:30	8:40	8:55
8:45	8:55	9:10
9:00	9:10	9:25
9:15	9:25	9:40
9:30	9:40	9:55
10:00	10:10	10:25
10:30	10:40	10:55
11:00	11:10	11:25
11:30	11:40	11:55
12:00N	12:10P	12:25P
12:30P	12:40	12:55
1:00	1:10	1:25
1:30	1:40	1:55
2:00	2:10	2:25
2:30	2:40	2:55
3:00	3:10	3:25
3:30	3:40	3:55
3:45	3:55	4:10
4:00	4:10	4:25
4:15	4:25	4:40
4:30	4:40	4:55
4:45	4:55	5:10
5:00	5:10	5:25
5:15	5:25	5:40
5:30	5:40	5:55
5:45	5:55	6:10
6:00	6:10	6:25
6:15	6:25	6:40
6:30	6:40	6:55
7:00	7:10	7:25
7:30	7:40	7:55
8:00	8:10	8:25

Massachusetts Bay Transportation Authority  
Thanks for riding with us!

## **Saturday/Sunday/Holiday\* Schedule**

DEPART Boston (Long Wharf)	CHARLESTOWN Navy Yard	ARRIVE Boston (Long Wharf)
10:00A	10:10A	10:25A
10:30	10:40	10:55
11:00	11:10	11:25
11:30	11:40	11:55
12:00N	12:10P	12:25P
12:30	12:40	12:55
1:00	1:10	1:25
1:30	1:40	1:55
2:00	2:10	2:25
2:30	2:40	2:55
3:00	3:10	3:25
3:30	3:40	3:55
4:00	4:10	4:25
4:30	4:40	4:55
5:00	5:10	5:25
5:30	5:40	5:55
6:00	6:10	6:25

**NO SERVICE** on Christmas Day and New Years Day.  
Use MBTA Bus Route 93 instead.

\*Saturday/Sunday service provided on  
Memorial, Independence, Labor, Thanksgiving days.

AM-light type PM-bold type



Inner Harbor Ferries  
are accessible to  
persons with disabilities



Bicycles allowed  
with restrictions;  
call for details



**NO SMOKING** on  
MBTA property, ever



Inner Harbor Ferries operate reliably year-round.  
For service updates during **EXTREME**  
weather, call the carrier or SmarTraveler  
at 617-374-1234\*8



No audible radios



Baby carriages must  
be folded



For lost & found, call  
the carrier

## **Ride Guide**



One Way, Adult ..... \$1.50  
Seniors, Children ages 5-11, &  
Persons w/disabilities with  
Transportation Access Pass ..... \$0.75  
Blind persons w/Mass.  
Commission for Blind ID ..... Free  
Children under 5 years ..... Free  
60-trip ticket ..... \$81.00



Boat, Zone 1-8, Combo+, and visitor  
unlimited ride passes.



Bus and subway rides are **FREE**  
with these passes.

Please purchase tickets **BEFORE** boarding boat.



Inner Harbor Ferry Service is provided by  
Harbor Cruises, LLC, under contract to the  
Massachusetts Bay Transportation Authority.

**Harbor Cruises, LLC**  
One Long Wharf, Boston MA 02110  
617-227-4321

For up-to-the-minute info on ALL MBTA and MBTA-  
contracted services, call 617-222-3200 (TDD 222-5146)  
visit [mbta.com](http://mbta.com), or call SmarTraveler 617-374-1234\*8



All times approximate. Schedules subject to change.  
Your fare **CANNOT** guarantee a seat.  
Bus-ferry and train-ferry connections **CANNOT** be  
guaranteed.

## **Financial District, Downtown**



MASS TRANSIT  
reduces air pollution  
and conserves  
natural resources.  
**THANKS**  
for riding with us.



Figure 3-4

## **Water Transportation Schedule**

Source: MBTA, 2005



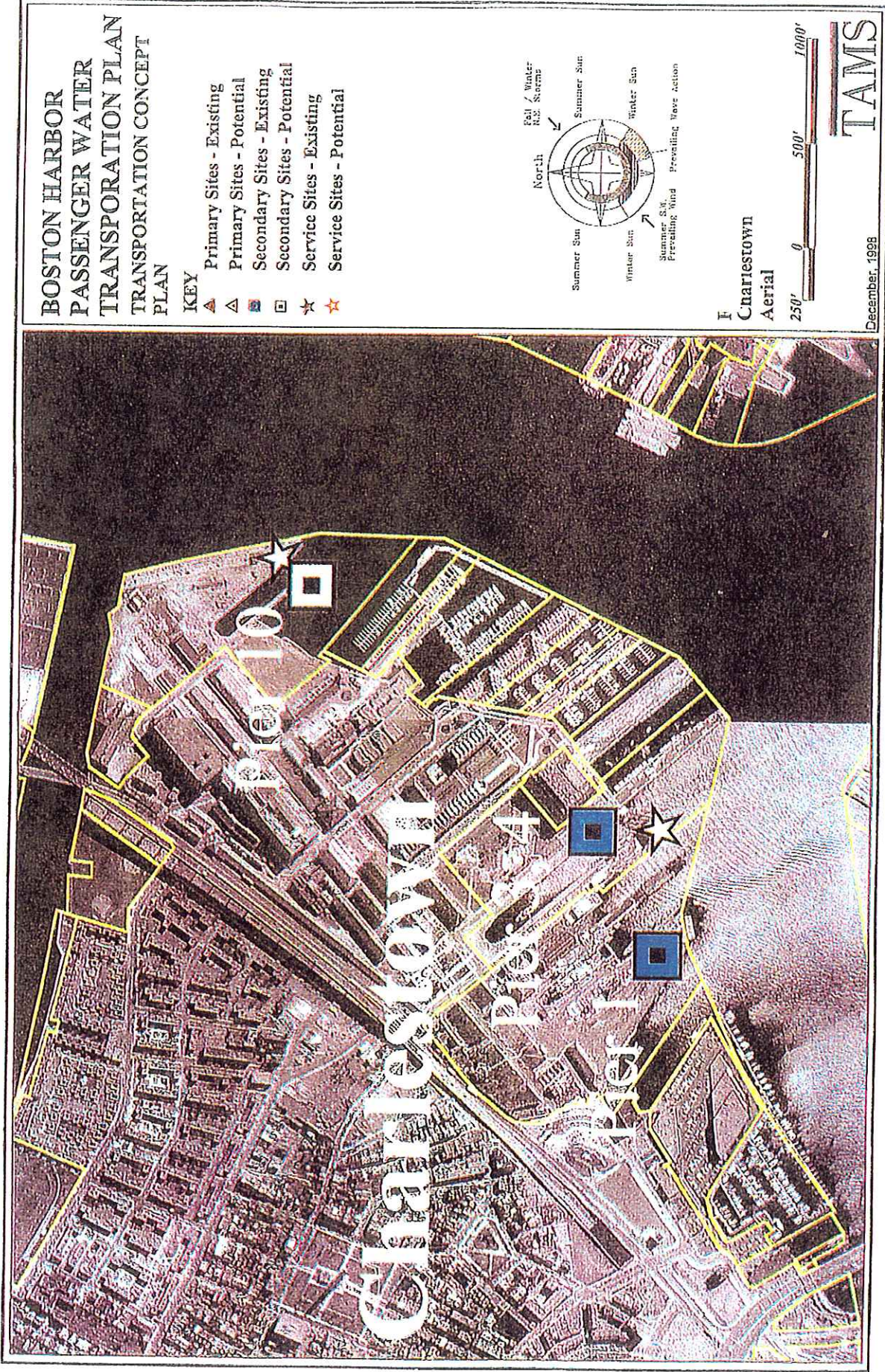


Figure 3-5  
Charlestown Aerial  
Source: BRA, 2000



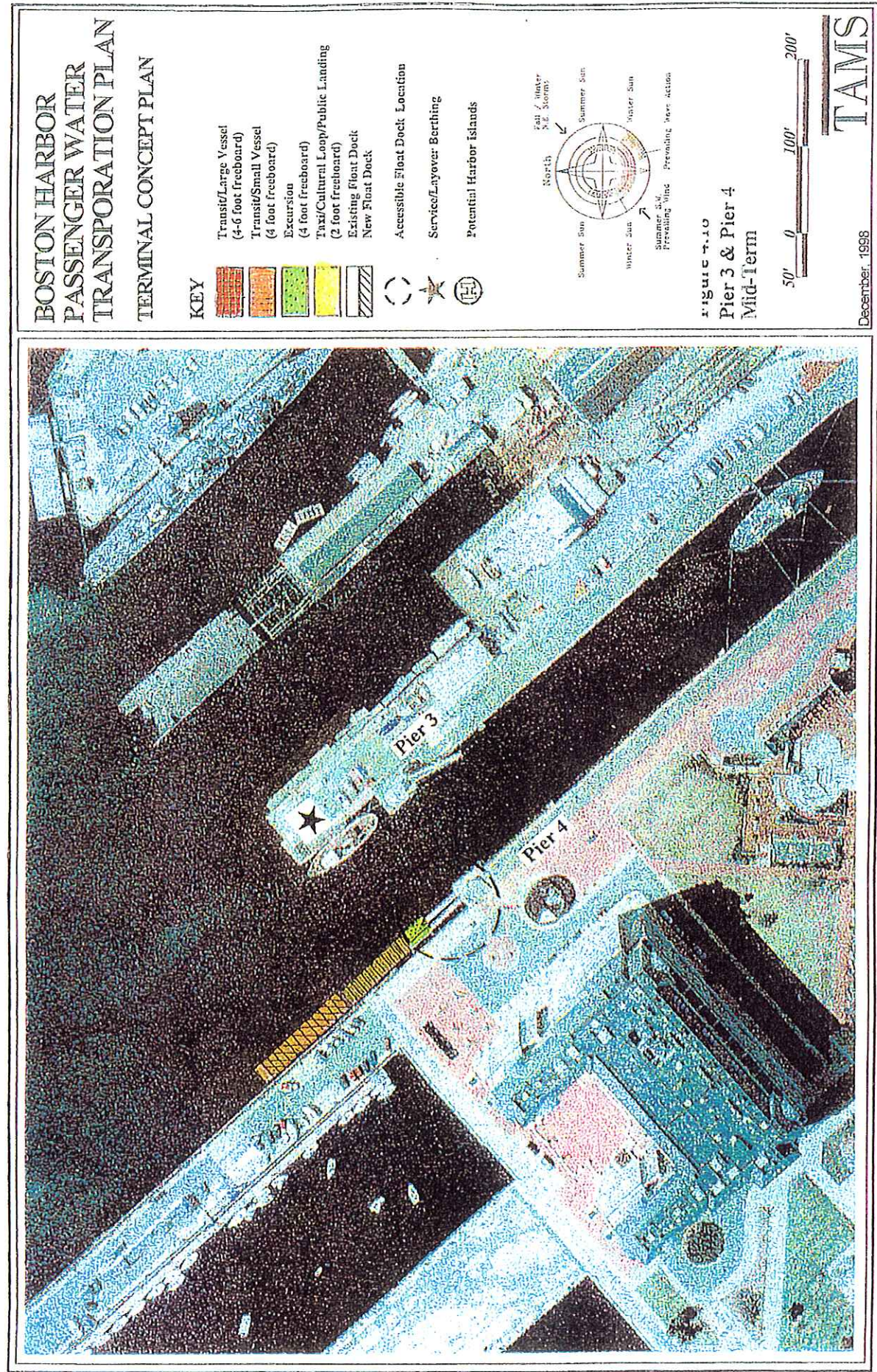


Figure 3-6  
Pier 3 & Pier 4 Mid-Term  
Source: BRA, 2000



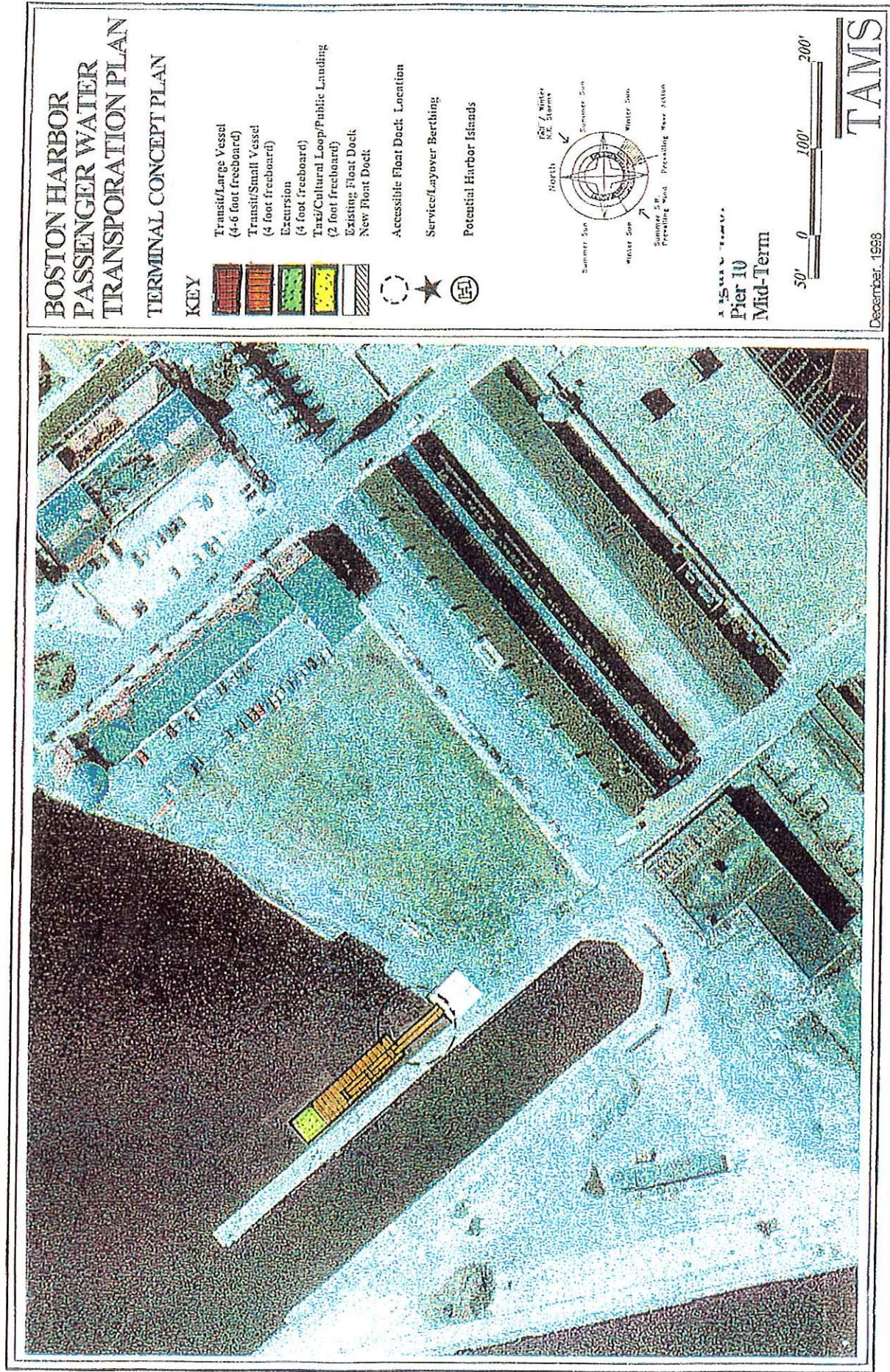


Figure 3-7  
Pier10 Mid-Term  
Source: BRA, 2000



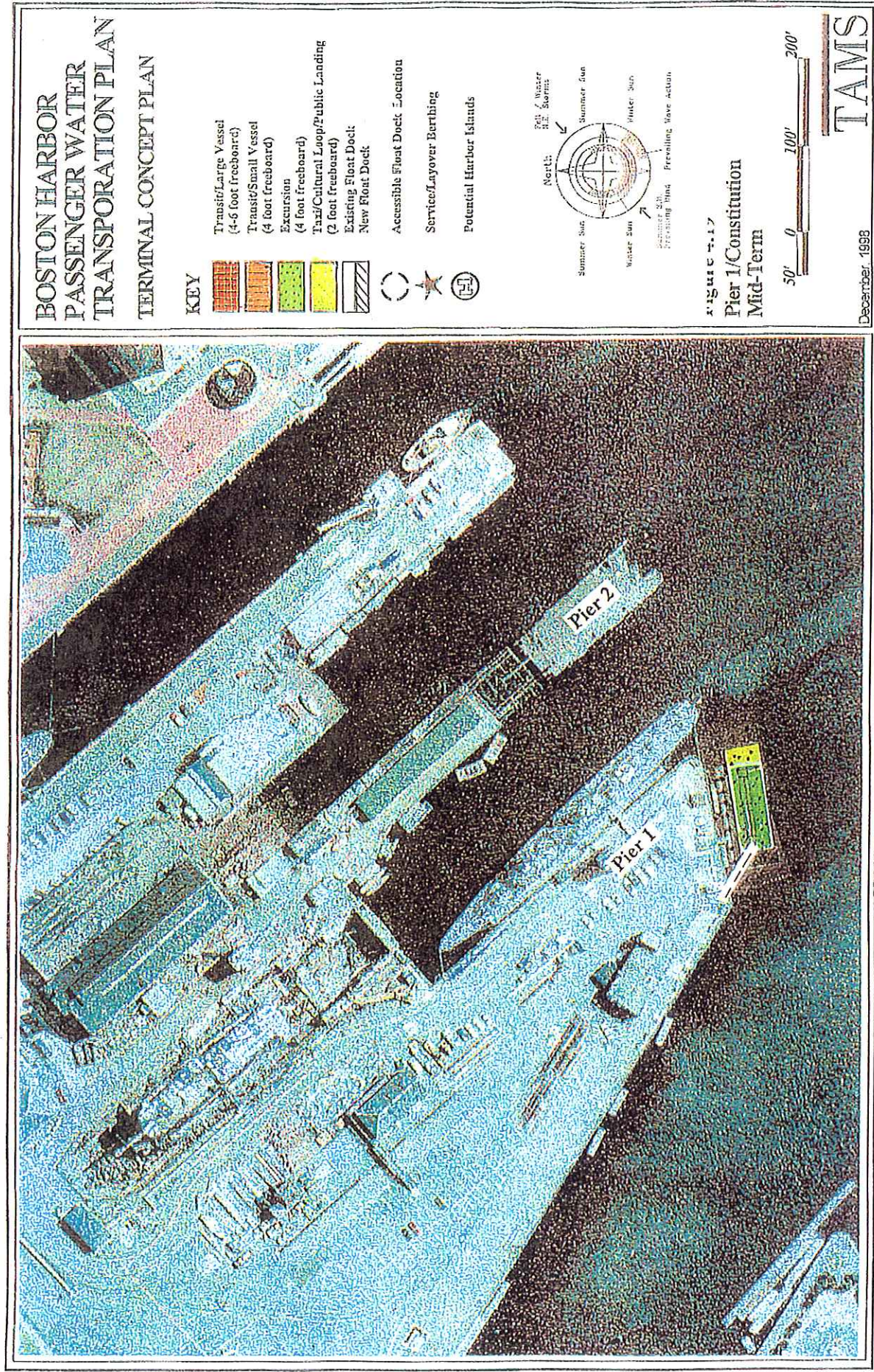
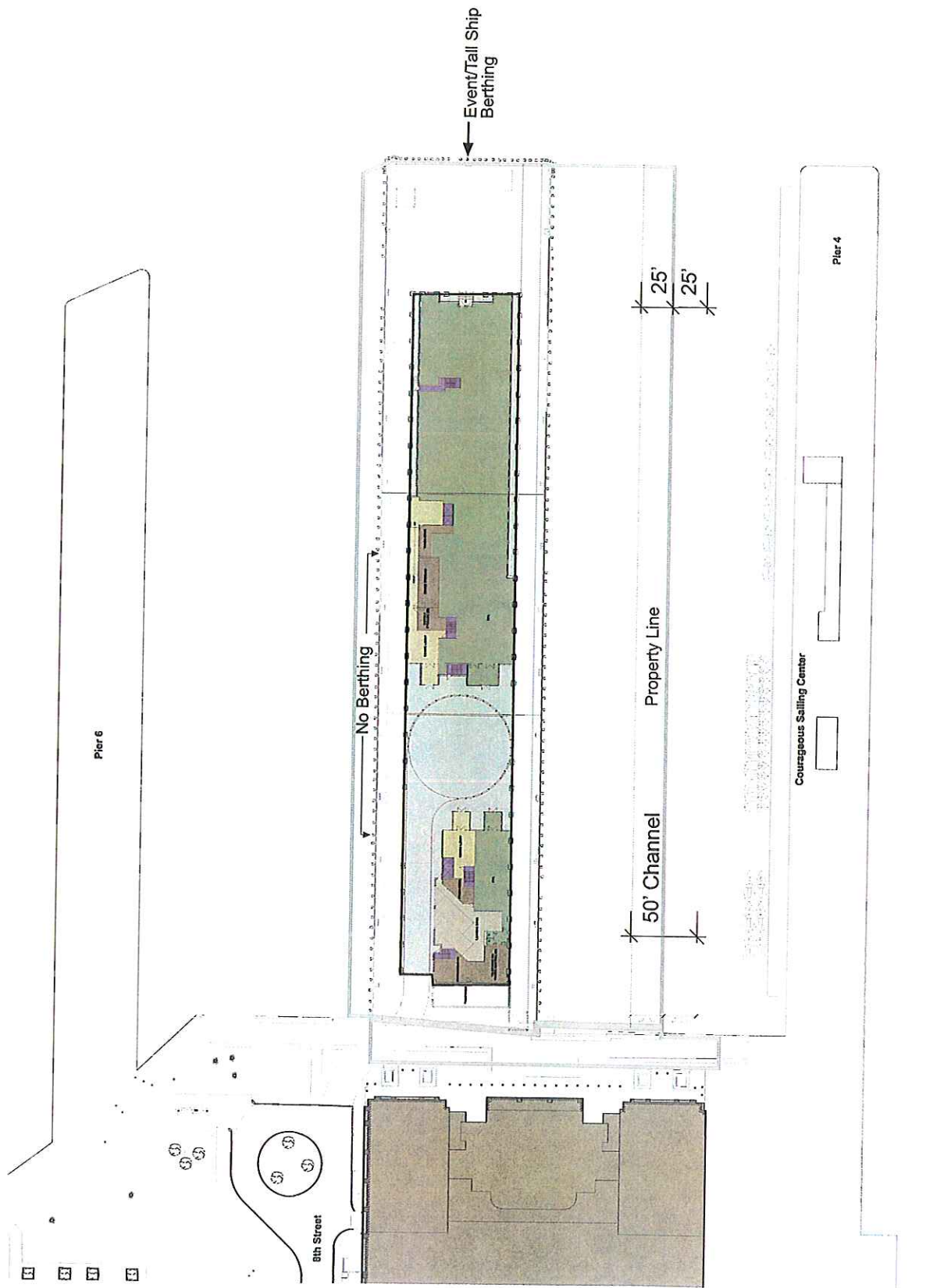


Figure 3-8  
Pier 1 / Constitution Mid-Term  
Source: BRA, 2000









**Figure 4-1: Pier Management Guidelines**

Source: CBT Architects



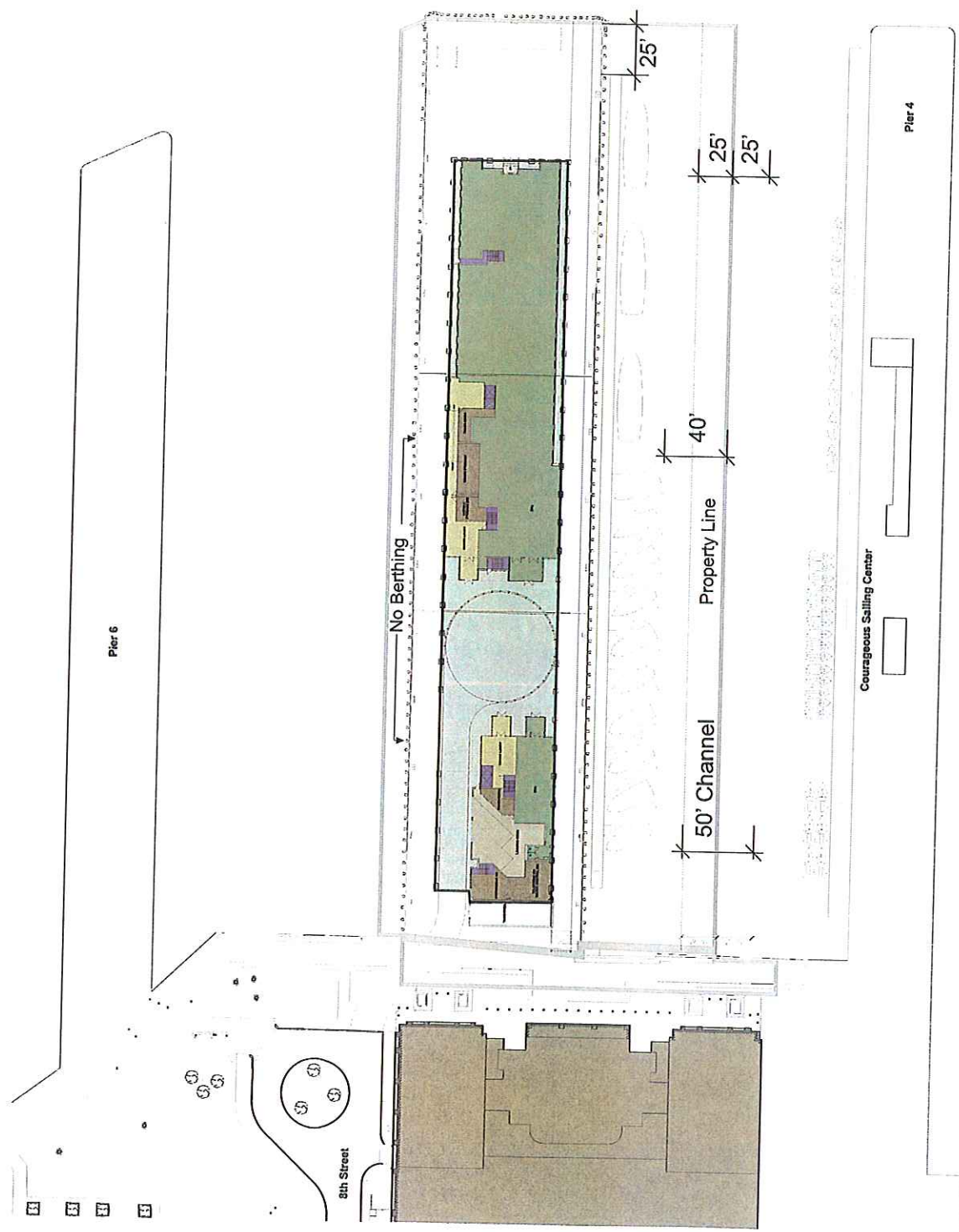


Figure 4-2: Pier 5 Management Plan - I  
Source: CBT Architects



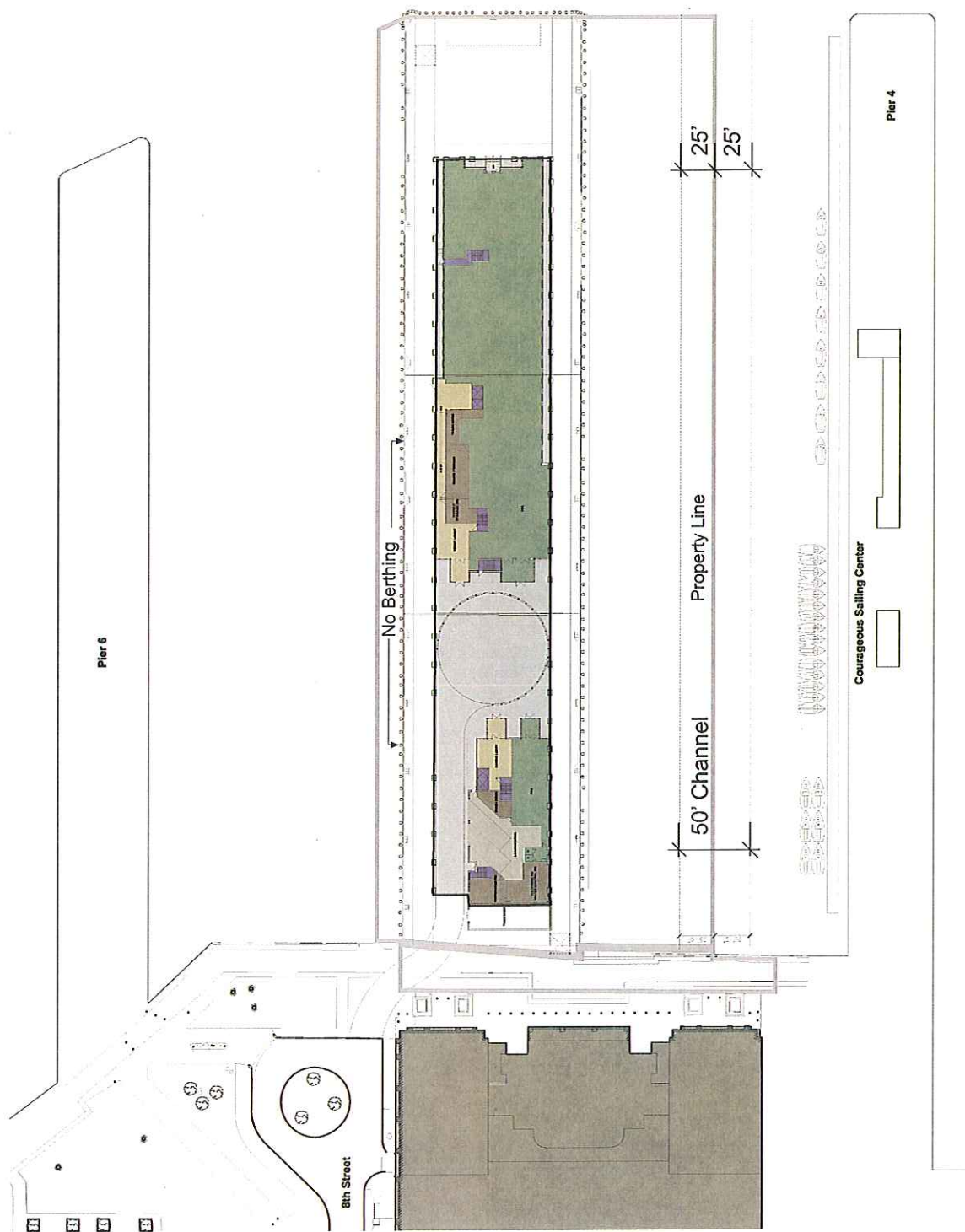


Figure 4-3: Pier 5 Management Plan - II

Source: CBT Architects





FORT POINT ASSOCIATES  
286 Congress Street ~ 6th Floor  
Boston, Massachusetts 02210  
Phone: 617 / 357-7044  
Fax: 617 / 357-9135

## Letter of Transmittal

To:

Boston Redevelopment Authority  
Planning & Economic Development  
One City Hall Plaza, 9<sup>th</sup> Floor  
Boston MA 02201

Date: April 15, 2005

Attention: Richard McGuinness

Re: Pier 5

WE ARE SENDING YOU ☐ Attached ☐ Under Separate Cover via \_\_\_\_\_ the following items  
☐ Shop Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications  
☐ Copy of Letter(s) ☐ Change Order ☐ Other \_\_\_\_\_

Copies	Date	No	Description
2	04/2005		Draft Water-Dependent Use Management Plan
			Charlestown Navy Yard

THESE ARE TRANSMITTED AS CHECKED

☐ For Approval ☐ Approved as Subl.  
☒ For Your Use ☐ Approved as Noted  
☒ As Requested ☐ Returned for Correction  
☐ For Review and Comment  
☐ FOR BIDS DUE \_\_\_\_\_ 19 \_\_\_\_\_

REMARKS

COPY TO: \_\_\_\_\_

FROM

*Greg Cannafiello*